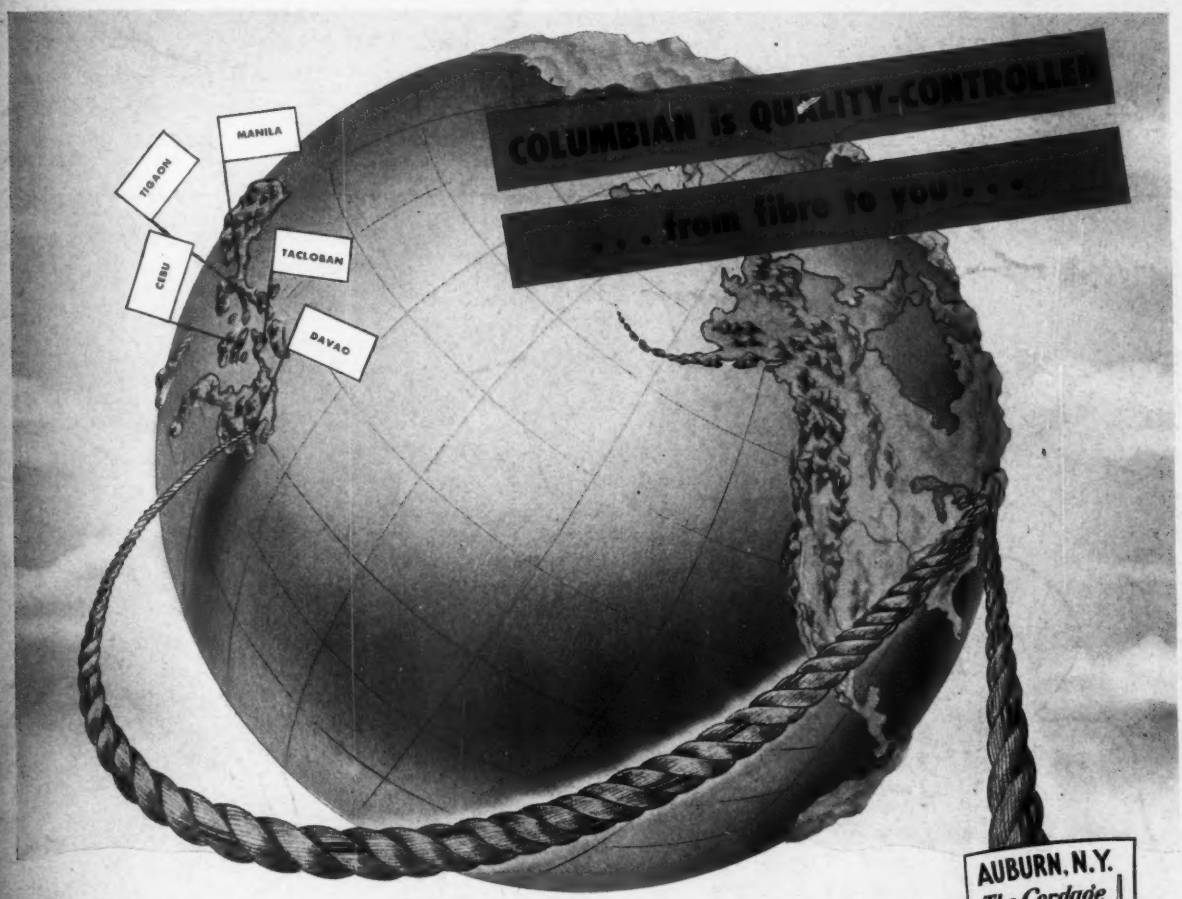
SEP 24 1948

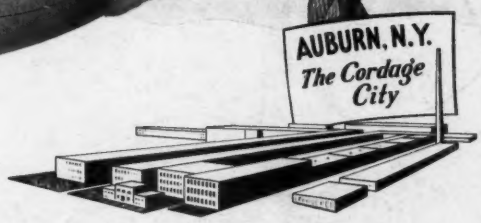
ATLANTIC FISHERMAN

SEPTEMBER, 1948



In addition to our prewar organization at Davao, we recently established bodegas at Tacloban, Cebu and Tigaon as well as an office in Manila.

In the Philippines, Columbian resident buyers select the finest fibre of the abaca tree . . . it is then delivered in bales or "bultos" to Columbian's own bodegas (grading and packing plants) in Mindanao, Leyte, Cebu and Luzon. Under strict supervision, the fibre is cleaned, graded, baled, duly inspected by Government officials . . . then shipped to Columbian's Plant in Auburn, N. Y. Here the fibre is made into quality-controlled Columbian Tape-Marked Rope . . . famous for its durability . . . strength . . . flexibility . . . and the Organization that produces it.



There is no finer rope!

COLUMBIAN ROPE COMPANY

310-80 Genesee St., Auburn, "The Cordage City" N. Y.

Boston Office and Warehouse — 38 Commercial Wharf

Power to Face the Sea

You just can't do any guessing when it comes to choosing power for boats that must face the sea. You've got to be SURE, as Captain Ray Hamblock (below) will tell you. He's the skipper of the trawler *Liberty*. He doesn't mince words in this impressive statement:

"I've been fishing and tow-boating for 24 years, and in this kind of work it's essential we have dependable power. That's the kind of power my 'Caterpillar' Diesel Engine has always given me."

There are scores of mechanical and other reasons in support of "Caterpillar" Diesels' dependability for getting you "there and back." But they are all summed up in a determination to build for you the highest quality engine that Diesel-power research and engineering can produce. . . . And to cap it all with a dealer service organization widely recognized as the most complete and efficient of its kind in the world.

CATERPILLAR TRACTOR CO., PEORIA, ILLINOIS

GOLD MEDAL SEINE TWINE

For hand-knitting, bending on, and hanging and mending, getthe same high-quality twinet hat Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

When you catch fish *and hold them*, they mean extra take-home money. And that means more candy and ice cream for the youngsters and movies and such like for you and your wife. For 106 years, now, successful fishermen have used Gold Medal netting because it does hold the fish it catches.
Ask your supplier—ask your friends—
they'll all tell you there's no finer netting made than Gold Medal.

Other Netting Products: **AN&T COY LINEN NETTING • GOLD MEDAL SEA ISLAND GILL NETTING • GOLD MEDAL HYDROFLOW TRAWL DOORS • PLYMOUTH ROPE • A COMPLETE LINE OF NETTING ACCESSORIES**

GOLD MEDAL NETTING
means controlled production in our own plants, from the bale of cotton to the finished netting. This is your assurance of dependable quality.
GOLD MEDAL
The greatest name in netting

ESSO POWERS THE DRAGGERS
AT CONNECTICUT'S LARGEST FISH TERMINAL!

Some 45 Diesel draggers fish out of Stonington Harbor, the most important fish terminal between New Bedford and New York. Over half of this important fishing fleet is powered by Esso Marine Products, supplied by the Bindloss Marine Station.

John Bindloss, owner of this Station, as well as owner and part owner of 7 or more fishing boats and the Stonington Fillet Plant, says that his first choice of marine fuels and lubricants is Esso . . .

"Because they have the proved-at-sea high quality that a fisherman wants for his boat."

And the story's the same from Louisiana to Maine! Wherever you find the famous Esso Marine Sign along the waterfront – there you find fishing boat owners *satisfied with Esso Marine Products.* They're the marine fuels and lubricants that experienced fishermen know *it pays to tie to!*

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serves the Commercial Fisheries of the Atlantic Coast, Gulf of Mexico and Great Lakes

ECA P. G. LAMSON, *President* GARDNER LAMSON, *Publisher* L. E. HALL, *Editor* NBP

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VOL. XXIX SEPTEMBER 1948 NO. 8

Federal Pollution Program Will Aid Fisheries

The recently enacted Federal Water Pollution Control Act is considered by public health authorities and conservation groups to be the most important step ever made in the abatement of sewage and industrial waste pollution of our water resources.

The new law authorizes the Federal Government to help individual States control pollution of watercourses by providing technical and financial aid. It is the first specific Nationwide Federal legislation aimed at reducing the present pollution, and preventing further pollution of our streams.

The abatement of pollution is primarily a State responsibility, and a number of States have pollution control laws usually enforced by the State health departments. Because many of our rivers are interstate, the problems of pollution extend beyond State boundaries.

Under the new law, the Surgeon General, in cooperation with other Federal agencies, with State and interstate water pollution agencies, and with the municipalities involved, is authorized to make joint investigations, and to prepare or adopt comprehensive programs for eliminating or reducing the pollution of the Nation's watercourses.

The Act authorizes $22,500,000 to be appropriated annually for the next five years for making loans to any State, municipality or interstate agency for preparation of plans, and construction of necessary treatment works.

Also authorized is the amount of one million dollars a year to the Federal Security Agency to be used as research and investigation grants to State and interstate water pollution control agencies, and another million dollars a year to the Federal Works Agency to be granted to municipalities to aid them in paying for surveys preliminary to the construction of treatment projects approved for loans.

The Act establishes in the Public Health Service a 10-man Water Pollution Control Advisory Board, including one representative of the Department of Interior.

The problem of pollution in commercial fishing areas requires constant vigilance on the part of State regulatory agencies. Naturally, the prime concern of pollution regulations is to protect the health of the public. The knowledge that shellfish are harvested only from certified waters inspires confidence among consumers. They feel that they are protected against buying any products of questionable quality.

Now and then, there has been considerable comment in the press regarding shellfish law violators, who have been prosecuted for operating in restricted waters. With the present system of enforcement patrols maintained by most States, it is difficult for fishermen to avoid prosecution in closed areas.

The publicity given to cases of violation is certain to cast an unfavorable shadow on the fishing industry. If consumers gain the impression that shellfish from polluted beds reach the markets, they may soon become hesitant about making future purchases.

For the good of the industry as a whole, which in turn affects the welfare of its individual members, it is necessary for fishermen to be foresighted enough to abide by the regulations promulgated by health officials.

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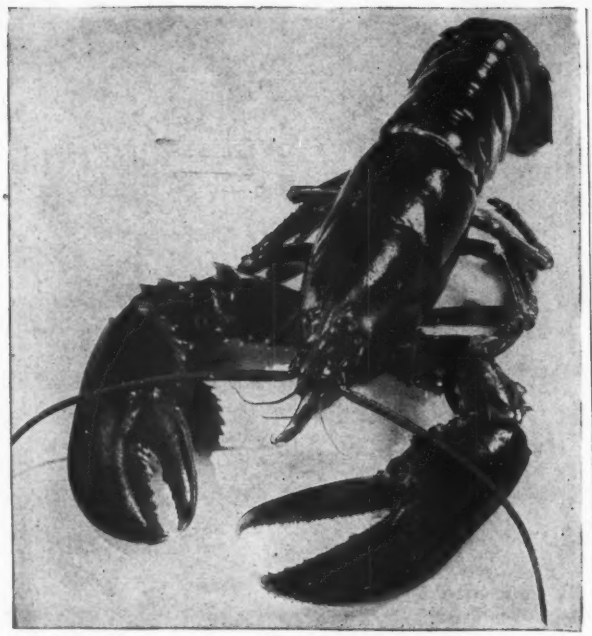

CONSIDER THE LOBSTER IN TERMS OF PAINT

Every lobsterman knows that the oftener he hauls and baits his traps the more lobsters he takes. He also knows that the more traps he can tend the bigger his catch. Reduced to economics, the more knots he can run per month, the more money he can make. That is where INTERNATIONAL BOTTOM PAINTS come in. They are more effective in preventing the growth of grass and shells so there is less reduction in speed from a foul bottom. Furthermore, they last longer so there is less time out for repainting. Yes indeed, INTERNATIONAL BOTTOM PAINTS can increase your earnings. Send for color card

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ANTI-FOULING
BOTTOM PAINTS

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San Francisco 7, Calif. — 901 Minnesota Street

International Paints (Canada) Ltd.
Montreal, Quebec — 6700 Park Avenue
Vancouver, B. C. — 101 Powell Street

AGENTS IN EVERY IMPORTANT PORT

It's time you got acquainted with

PACKARD
MARINE POWER

See your nearest Packard Marine Engine dealer

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Philadelphia 6, Pa.

Diesel Marine & Equipment Corp.
342 Madison Ave.
New York 17, New York

Stickell-Wheeler Yacht Co.
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Baltimore 17, Md.

Thomas T. Parker
655 Summer St.
Boston 10, Mass.

HOLD THEIR SHAPE

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Fish Hooks

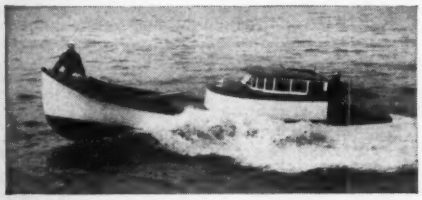
The best fishing equipment is useless without strong, dependable hooks. Sharp points and barbs, specially hardened steel that can hold a heavy fish and finish that can take a beating... these make PFLUEGER *dependable* Fish Hooks the favorites with fishermen who want the best.

The Enterprise Mfg. Co.
Akron, Ohio

PFLUEGER
(PRONOUNCED "FLEW-GER")
A Great Name in Tackle

You'll gross more—and Net more—with Packard Marine engines!

● **Martin Bajocich,** Seattle, Wash.



● **D. S. Tarabochia,** Skamokawa, Wash.

● **John Tarabochia,** Astoria, Ore.

● **Tony Danielovich,** Astoria, Ore.

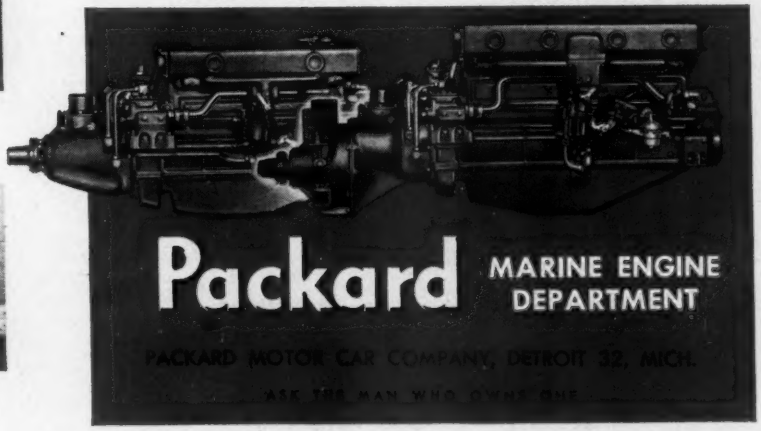
HERE's a good idea of how Packard Marine power appeals to the operators of fast gillnet boats . . .

Martin Bajocich of Seattle, Washington, installed a 150-HP Packard Marine Eight in his 30-foot gillnetter, the *Donna B,* pictured above. What he learned about Packard efficiency was so good he quickly passed it along to three of his friends, shown at left. Now all four of them gross more—and *net* more!

Talk with experienced operators like these. Then, see your Packard Marine Engine dealer. Get his propulsion recommendation for your own boat!

Two great engines—standard-equipped with built-in finger-tip gear control

100-HP MARINE SIX 150-HP MARINE EIGHT



Packard MARINE ENGINE DEPARTMENT

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MARINE BATTERIES

Provide Reliable Starting for Sardine Carrier Eva H.

Picking up herring from the weirs and seines requires ready-to-go service from sardine carriers. With two sets of Surrette HHG-21 marine batteries for Diesel starting and boat lighting, the "Eva H.", owned by Holmes Packing Corp., Eastport, Me., fills the bill. Ample battery capacity always is available to meet any electrical requirements.

Surrette Marine Batteries cost you less to own because they last longer. As a result of their modern design, greater battery capacity is obtained with relatively smaller displacement.

Enjoy a Dependable Source of Electric Power for Your Boat. Specify Surrette Batteries.

Made in Salem, Mass. by
SURRETTE STORAGE BATTERY CO.

Sounding-Lead

LOUISIANA APPROVES GULF STATES COMPACT—The Louisiana Legislature has approved and the Governor has signed a bill giving the State authority to become a member of the Gulf States Marine Fisheries Commission. Under the agreement provided for in the Compact, it shall take effect whenever two or more of the States approve. Louisiana became the third State to give its approval to the Compact, Alabama and Florida having previously ratified it. Texas and Mississippi are expected to give formal approval shortly, and a bill has been introduced in Congress giving its approval.

FISHERIES EXPORTS—The Economic Cooperation Administrator announced on August 9 that new procurement authorizations for commodities, raw materials and foodstuffs amounting to $94,102,499, include canned fish valued at $128,800, to be purchased by Greece from the United States.

A study of the fish and fish product marketing situation in Western Europe, requested by the United States fishing industry, has been initiated by the Office of Foreign Agricultural Relations under the Research and Marketing Act. The survey is being made by Arthur M. Sandberg, fish marketing specialist recently assigned to OFAR by the Fish and Wildlife Service.

The latter part of August, Mr. Sandberg was conferring in France with official representatives of the countries who are cooperating in the European Recovery Program and with members of the French fish trade. In addition to France, his survey will cover the United Kingdom, Eire, the Netherlands, Belgium, Western Germany, Austria, Switzerland, Italy and Greece.

Maurice W. Walker, who has been with the Fats and Oils Branch in the Department of Agriculture, now has an assignment in the Office of International Trade, Department of Commerce, where he is attached to the Dairy, Poultry, and Fish Section. He will be dealing specifically with the granting of export licenses and the giving out of information relative to International trade (imports as well as exports).

PER CAPITA CONSUMPTION—The annual consumption of fishery products in the continental United States since 1930 has ranged from about 8 to 12 lbs. (edible basis) per person. In general, fish consumption has been increasing, according to a study prepared by H. Sherr of the Bureau of Agricultural Economics, in cooperation with E. A. Power and R. A. Kahn of the Fish and Wildlife Service. However, consumption in 1931 dropped more than a pound per capita below the 1930 level of 10.5 lbs., and declined again by almost a half pound during 1932. From that time on, the trend was upward until the onset of World War II. After a 3½-pound decline in 1942 from the previous year due to unusually large canned fish purchases by non-civilian claimants, consumption again increased and by 1946 the prewar consumption level was regained.

In 1947, residents of the United States ate individually about the same amount of fish and shellfish as was consumed by Canadians. For each country, the total per capita consumption of edible fish and shellfish products was reported as 10.8 lbs.

United States per capita consumption for 1947 included 6.2 lbs. of fresh and frozen products, 3.8 lbs. of canned items, and 0.8 lbs. of cured products. Canadian consumption, on the other hand, included 5.5 lbs. of fresh and frozen items, 4.0 lbs. canned, and 1.3 lbs. cured, according to the August, 1948 issue of the Canadian Fisheries Department's *Trade News*.

From 60 to 70% of the total fish caught in the United States and Alaska has been utilized as food. The amount destined for human consumption has been almost equally divided between canned fish and fresh and frozen fish. The quantity of fish that has been utilized as cured fish has been declining slightly. During the 18-year period covered by the study, cured fish represented from about 2 to 3% of the total catch, except from 1930 to 1933, when it ran slightly higher.

The per capita consumption of fresh and frozen fish in the United States has risen from a low of 4.2 lbs. (edible basis) in

1933 to 6.2 lbs. in 1947, principally as the result of increased consumption of fresh and frozen fish fillets. Estimated per capita consumption of canned fish in the United States since 1930 has ranged from a high of 5.8 lbs. in 1936 to a low of 1.9 lbs. in 1942.

Domestic consumption of cured fish in 1930 totalled 1.3 lbs. per capita, and was the highest of any year during the 18-year period covered by the study. Since 1930, consumption has ranged from 0.7 to 1.1 lbs. per capita. The relatively low level of cured fish consumption in this country can, to some extent, be explained by the fact that Americans are not as dependent upon foods preserved by salting or smoking as are many of the citizens of other countries.

The general upward trend in fish consumption from 1932 to 1941 is due principally to technological advances and increased efficiency in the processing and distribution of fish. In the past, fish consumption was heaviest in the coastal areas of the United States. With the development of better production machinery, new methods of preparing and preserving fish by freezing, improved means of transportation, and more adequate local storage facilities, greater quantities of commercial fishery products have been successfully merchandised in inland areas.

In addition, wartime scarcities of several foods and postwar increases in meat prices resulted in increased fish consumption for a large segment of the population and provided an opportunity for many people to become more accustomed to eating fish and fishery products. Recent studies in about 20 large inland cities have indicated that consumers prefer commercially frozen or packaged fish to locally caught fresh fish.

CANNED FISH SPREADS—For the past year, Norman D. Jarvis, technologist at the Fish & Wildlife Service's College Park, Md. laboratory, has been experimenting with the making of canned sandwich spreads from fish. While the general consumer has been able to buy canned meat pastes for more than 50 years, spreads made of fish are comparatively new. "Specialty" pastes made of fish are imported from Europe, but they are prepared for a limited, high-priced market.

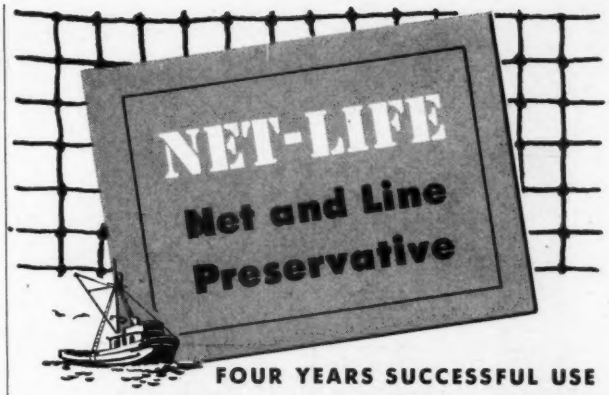
The canned fish spreads are being made for possible use in the Federal-aided school lunch programs. As imperishable, inexpensive, and ready-to-use products, it is believed that they also may give commercial canners a new general market.

A finished formula for the spread has not been perfected yet, but results have been favorable and a formula is expected to be ready before the end of the year. More than 40 species of fish were used in the tests; however, chum salmon, mackerel, pollock, lake herring and rosefish finally were selected for large-scale production, as these fish are inexpensive and are available in large quantities.

ARCTIC RESEARCH VESSEL—A trawler-type research vessel, constructed specifically for severe Arctic conditions, has been launched at Selby, England, for the Ministry of Agriculture and Fisheries. The vessel will be manned by a full fishing crew and scientists so that the whole range of the Arctic fishing grounds can be studied at first hand, throughout the year.

Research into the life cycle and feeding habits of the cod and haddock and the physical conditions of the waters will be carried on in the fully equipped laboratory on board. Experimental fish holds equipped with temperature recording devices will enable new types of insulation and fish hold construction to be tested in an effort to improve the quality of fish when landed from distant waters.

NEW HERRING PRODUCT—"Silver herring", a new fish product developed after 6 years of research recently was announced by Norwegian fish exporters. The new product is actually a development of the salt herring of old—utilizing a patented preserving agent which, unlike salt brine, conserves herring, mackerel, or whale beef, without any loss of their nutritive value or their original appearance. Another advantage of the new "silver herring" method is that the contents of a barrel or container may be served immediately without any preliminary soaking. Several thousand barrels of the new product already have been exported to Czechoslovakia with success.



FOUR YEARS SUCCESSFUL USE IN CENTRAL AND SOUTHERN WATERS

Four years ago, Net-Life, a new type of preservative, was introduced. It has, during this period, proved itself an outstanding step forward as a means of providing better protection to valuable nets and lines. Used extensively in both central and southern waters, this product has gained wide acceptance amongst commercial fishermen up and down the West Coast. Here are some of its advantages:

LONGER LIFE—Quick and complete penetration protects the *innermost* fibres. Net-Life stays in the netting longer than other conventional preservatives.

EASIER TO APPLY—Nets are simply pulled through dip tank to complete treatment. No heating of preservative. Used as poured from drum. Soaking time: 2 to 3 minutes.

QUICKER DRYING—Nets will dry in open air in 3 to 6 hours, depending on climatic conditions. No after stickiness.

NON-TOXIC—No irritation to skin or eyes.

All of which add up to GREATER ECONOMY through savings in time and manpower.

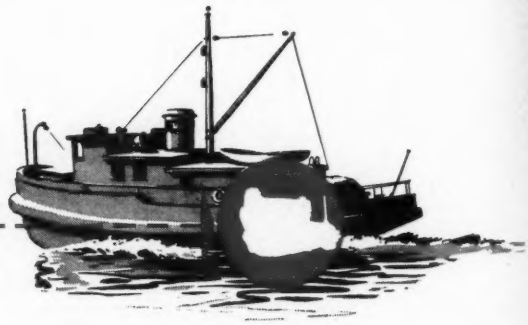
AND REMEMBER THIS—Net-Life maintains its protective strength down to the last drop. There is no weakening in quality no matter how much netting is treated.

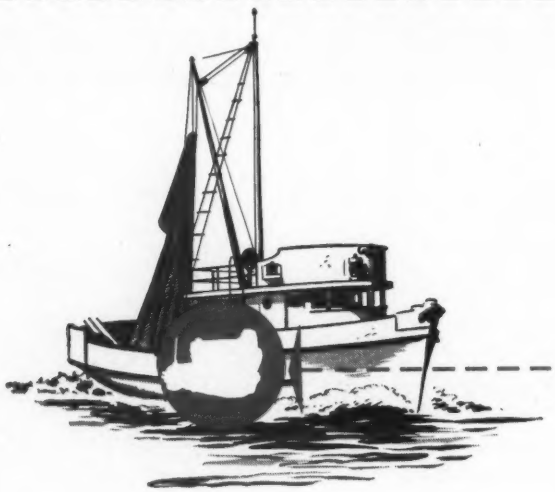
32 bales of netting being treated with NET-LIFE preservative for large tuna net.

Dealer Inquiries Invited

THE TECHKOTE COMPANY
821 W. Manchester Ave., Inglewood, Calif.

Watch this space





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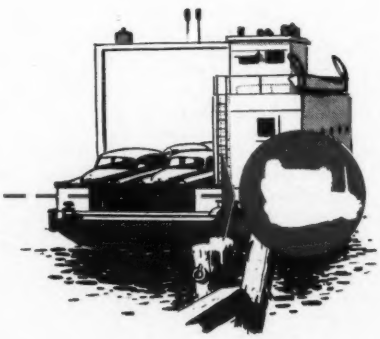

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SINCE 1918...PIONEER OF PROFITABLE POWER THROUGH HIGH SPEED DIESELS

... for a new Cummins Diesel, built with the rugged simplicity of the famous "Model H" and designed to surpass its 15-year reputation for profit-making performance and economy.

This is the *space to watch* next month.

Cummins Engine Company, Inc., Columbus, Indiana

SEE YOUR CUMMINS DEALER

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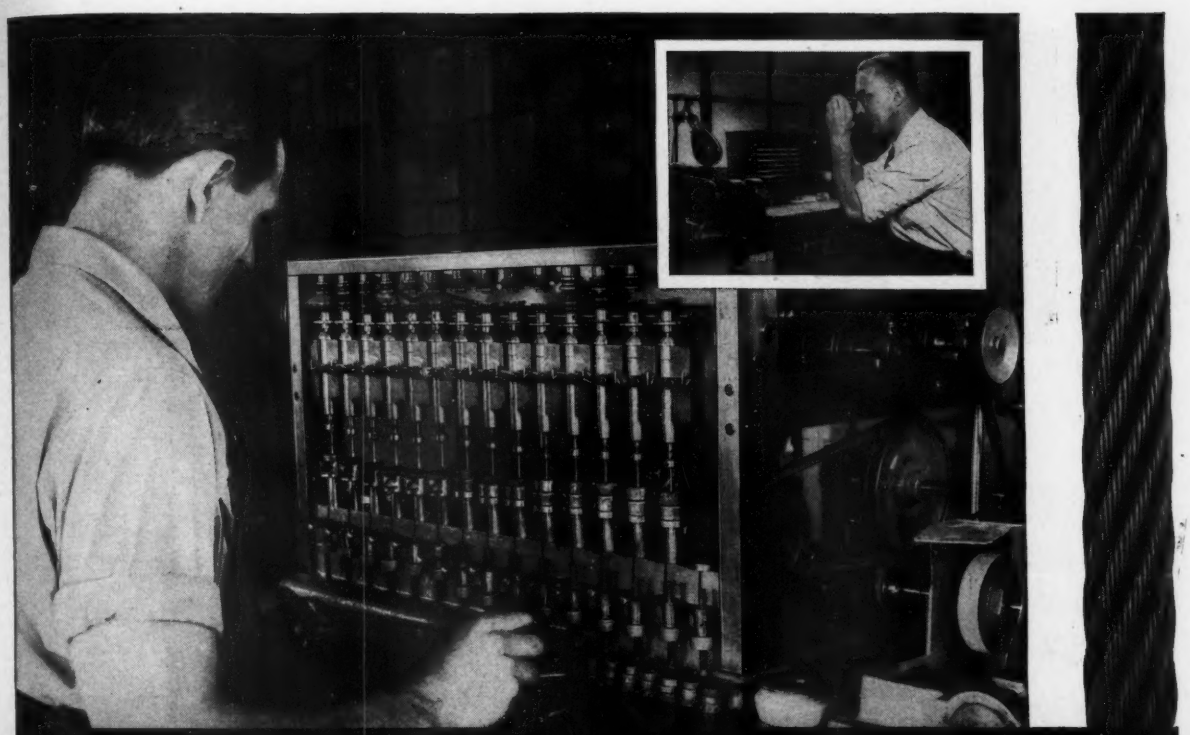
Branch: 18 Hurley St., Cambridge 41, Massachusetts, Tel. Kirkland 1276

Sub-Dealer: SOUTHWEST BOAT CORPORATION, Southwest Harbor, Maine



These 'Drill Masters' Develop Precision in Wickwire Rope

The workability and durability of wire rope is largely dependent upon accurate coordination of each wire in the rope. Because off-size wire can cause excessive friction and internal rope wear and early failure in service, every wire must be perfect in shape to fit into the exact geometric construction pattern of the rope.

Knowing this requirement—and knowing *how* to meet it—rests to a large extent with the men in the Die Department at Wickwire. These skilled craftsmen are perfectionists gifted with a passion for accuracy. Using special precision machines (some designed by men in the department), these patient, keen-eyed 'drill masters' create wire drawing dies drilled and ground to an accuracy within .0003 of an inch.

Such scientific precision characterizes every step in Wickwire Rope production. Small wonder then, that it is the choice of those who demand the utmost in performance, safety and long life. You can depend upon Wickwire Distributors and Rope Engineers for practical help in solving your wire rope problems. See your local Wickwire Distributor for Wickwire Rope in all sizes and constructions, both regular lay and WISSCOLAY *Pre*formed.

THIS 82-PAGE BOOK ON WIRE ROPE IS FREE. WRITE FOR YOUR COPY TODAY!

Thousands of wire rope users have found that the information packed in the pages of "Know Your Ropes" has made their work easier. It's full of suggestions on proper selection, application and usage of wire rope. It's easy-to-read and profusely illustrated. For your free copy, write —Wire Rope Sales Office, Wickwire Spencer Steel, Palmer, Mass.

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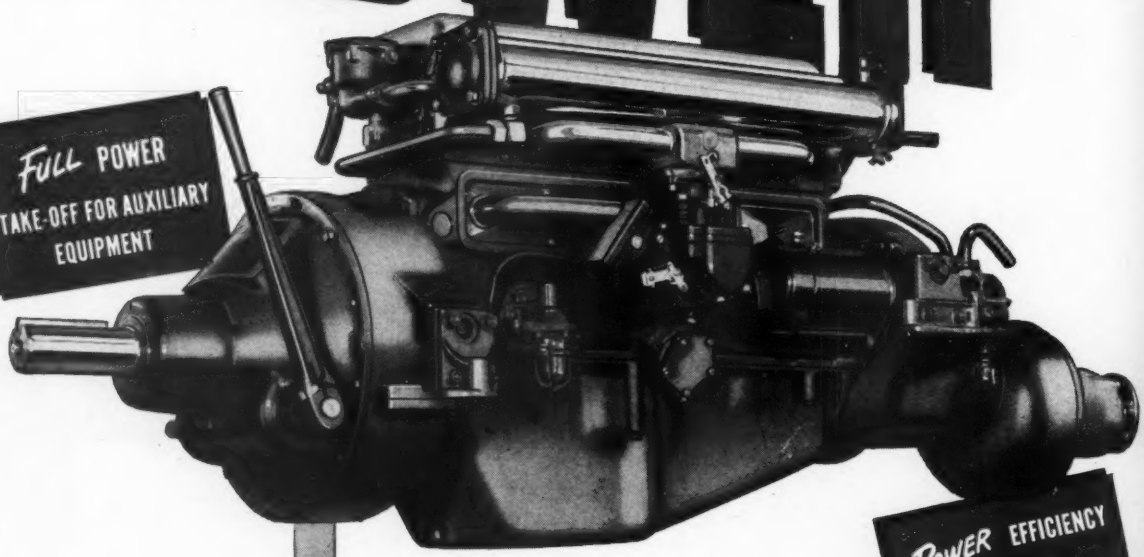
POWER



● To better serve the commercial trade, the Chrysler Marine Engine Division announces a full power take-off—available in *Ace, Crown* and *Royal* engines. This power take-off is assembled to the engine on the production line . . . making it an integral part of the engine for more dependable service. With the wide range of reduction gears obtainable in Chrysler Marine Engines—plus this rugged power take-off—commercial boat owners benefit from complete power for any purpose at a low initial cost.

MAIL TODAY FOR SPECIFICATIONS BULLETIN

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Gentlemen:
Please send specifications and power curve bulletin on Series "C" Power Take-off with ☐ ACE ☐ CROWN ☐ ROYAL Chrysler Marine Engines.

Name_____

Address_____

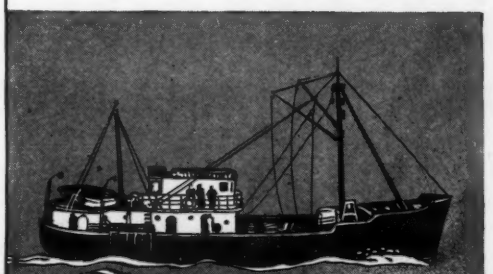
City_____ Zone_____ State_____

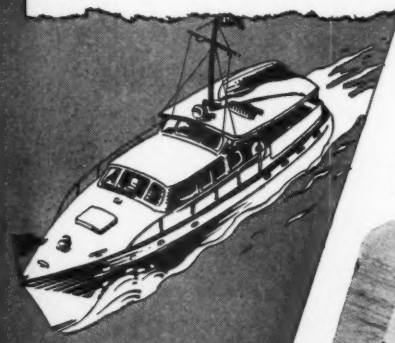
Chrysler MARINE ENGINES

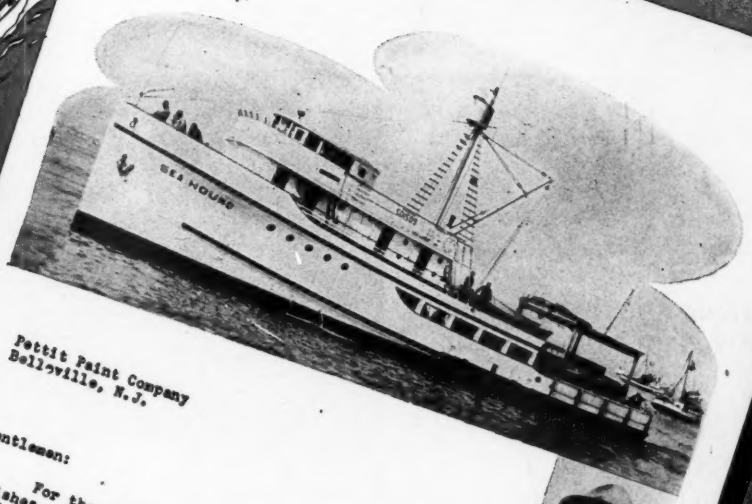
"BUILT TO LIVE IN THE WATER"

★ Factory Engineered and Tested Parts—Expert Service Wherever You Go—through a Nation-wide Chrysler Marine Dealer Organization.

***...Here's what they're saying about* Pettit Paint**. Pettit Paints "really stand the gaff" states Captain Pedro, master of the Tuna Clipper "Sea Hound". This is typical of the reports we receive from boat captains from coast to coast who depend on Pettit Paint for bottom protection and efficient performance in heavily fouling waters.







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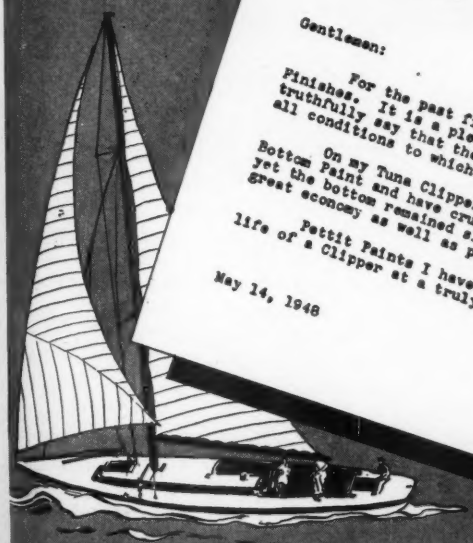
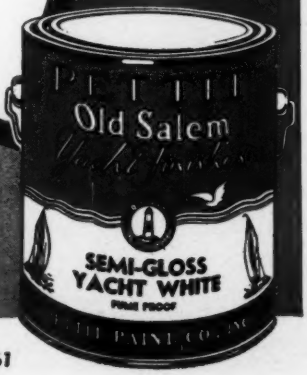
Pettit Paints I have found really stand the gaff on the rough life of a Clipper at a truly reasonable cost.

May 14, 1948

Yours very truly,
Capt. Joaquin Pedro





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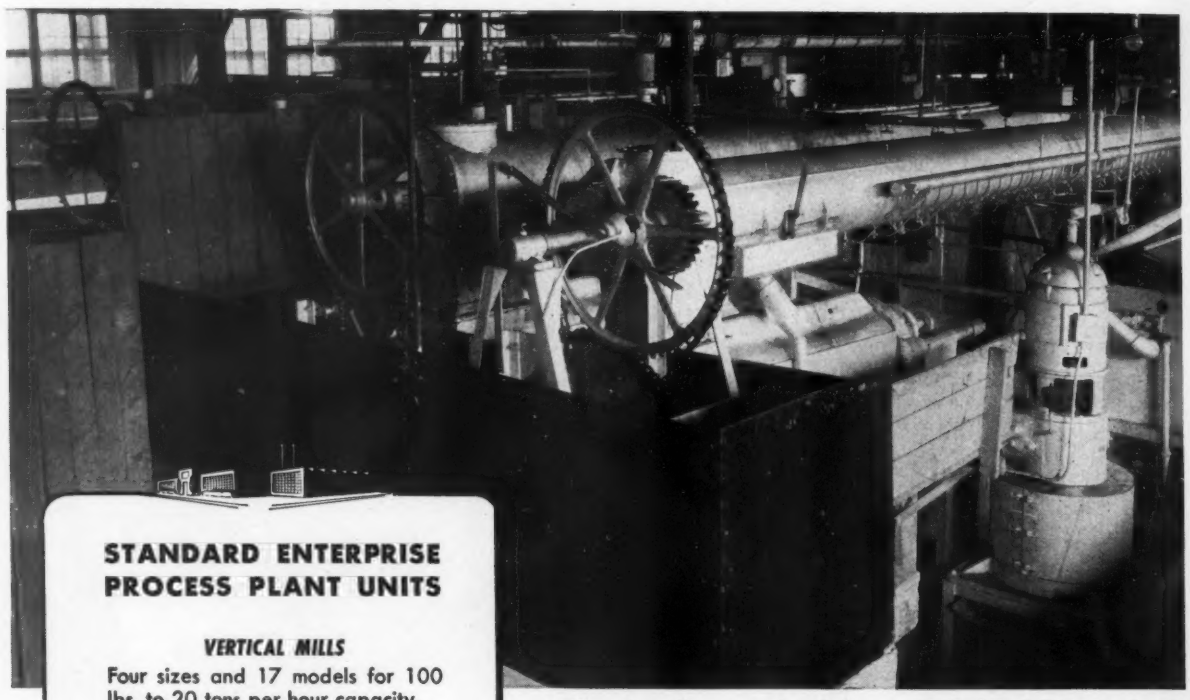

View above shows a portion of the extensive Red Rock Fisheries plant in Richmond, California. ENTERPRISE equipment includes four screw cookers, two model EVM-3S and two model EVM-3D vertical mills, and four Enterprise model PF-14 screw equipped presses.

STANDARD ENTERPRISE PROCESS PLANT UNITS

VERTICAL MILLS
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3 models for capacities up to 20 tons per hour.

SCREW COOKERS
In sizes from 12″ to 48″ diameter, 20 to 60 ft. in length.

STEAM-TUBE DRYERS
Available in 4 to 8 ft. diameter, various lengths.

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Various sizes from 4 to 8 ft. diameter, various lengths.

Red Rock Fisheries is typical of the many leading fish processing plants that demand—and get—continuous top performance from ENTERPRISE quality machinery and equipment. Installed ten years ago, these units have consistently met peak load requirements ranging up to 40 tons per hour processing whole California sardines with only minor, routine maintenance and no major shut-down for repairs.

If you are going to build, expand or modernize your fish reduction plant, call on your ENTERPRISE Process engineer. From his long and practical experience, his extensive and intimate knowledge of processing problems, he is well qualified to help you in planning and designing the best in plant equipment to meet your particular needs. Write for new individual product bulletins today.

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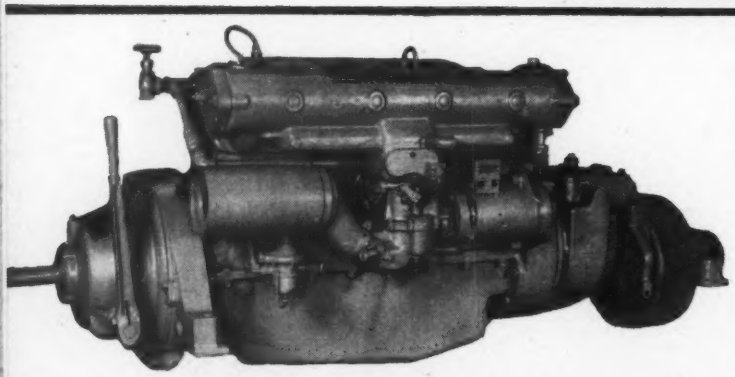

The new sturdy 33-ft. V-Bottom, moulded-plywood "Gil-Seiner," which was designed and built by Olson & Winge, is also ideal for Purse-seining and Trolling. The cargo hold capacity is 10 tons, with additional 9,000 lb. capacity in the reel well aft.

A Nordberg Model 340, six-cylinder, 7 main bearing Gasoline Engine provides a perfect power fit for this boat. It develops 135 H. P. at 3000 R. P. M. and drives a Winch and Gilnet Reel through a forward Twin-Disc clutch.

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GASOLINE ENGINES

Handling Fish On Vessels and Docks— Suggestions for Improved Methods

METHODS of handling fish aboard the vessels engaged in the Atlantic offshore fisheries have changed very little in recent years. Although many improvements have been made on the vessels and fishing gear, changes in the methods of handling the fish aboard the vessels and ashore have received only limited attention.

A number of trips have been made aboard trawling vessels by personnel of the Fish and Wildlife Service for the purpose of collecting data and observing methods of handling fish. In addition, information relative to methods followed on individual boats was obtained through interviews with captains, owners and crews. Based on the material thus gathered, the following paragraphs contain recommendations for improved handling methods.

Aboard the Vessels

Present methods of handling most species of North Atlantic fish aboard the vessels and during the unloading operations are based largely upon the use of forks from the time the fish are eviscerated until they are placed in the baskets for unloading. Further use of forks is frequently encountered from the time the fish are weighed until they are shipped. Consequently, a number of fork holes are made in the flesh of many of the fish.

Further damage to the flesh may be brought about by bruising. Excessive pressure on the fish in the pens is undoubtedly a major factor in causing bruising, particularly when large, jagged pieces of ice pressing against the fish cause much physical damage. This is further aggravated by the motion of the boat in rough weather.

All of these factors, even though they may seem insignificant if taken separately, become very important when added together. Their cumulative effect over the entire length of the trip will have an adverse influence on the condition and ultimate appearance and keeping quality of the fish.

A means of eliminating the use of forks for transferring the fish from the wash box to the hatch that would be practical without prohibitive cost utilizes a rectangular basket or grating. Constructed sufficiently strong to withstand rough usage, and sloped at the ends so that the fish will slide out readily, it is placed in the wash-box. When it is desired to remove the fish, one end of the basket is raised, the water drains from the fish and they are discharged directly into the hatch or into wire baskets. No additional space would be required on deck for installation. Another possible means of eliminating forks in the washing operation would be through the use of shallow dip nets to transfer the fish from the wash-box to the hatch.

The extra handling introduced by the segregation of species into sizes in piles on deck and later transferring them to the wash-box could be minimized by using two wash-boxes or one wash-box with two gratings so that practically all of the drawn fish could be washed as they are eviscerated. The additional handling of the fish with forks when being transferred from the pile to the wash-box increases the possibility of bacterial contamination. Throwing them to one side undoubtedly causes some bruising as well.

The distance that the fish drop from the hatch to the floor of the hold may be as much as 9′ to 10′. In order to lessen the bruising caused by the impact of hitting the floor from such a height, fish can be lowered into the hold in wire baskets.

Bruising and crushing of the fish in the pens can be reduced through the use of shallower pens. Pens of one-half the present depth (five feet) markedly reduce the amount of physical damage and loss in weight, and result in better quality of fish.

A practice often seen was that of leaving the "trash" fish on deck, after taking out the commercially important varieties. This "trash" was only partially removed at times and it was often allowed to remain on deck too long. Bacterial contamination of fresh fish that are dumped on deck may result from this source. Consequently, all trash fish should be removed after each haul and the deck and "checkers" washed down thoroughly to keep contamination at a minimum.

The water in the wash-boxes becomes bloody and contains much extraneous matter after a small quantity of fish are washed. Wash-boxes were frequently found to be only partially drained before the next lot of fish was placed in them. As a result, subsequent lots of fish are not washed as well as they might be if clean water were used. Therefore, the wash water should be drained completely after each lot of fish is washed.

Some attempt should be made to improve the surface treatment of the "pen boards" that are used for making up pens. These boards are often used without being painted, and even when painted, the coating is usually worn off to the bare wood in a short time. In this condition, they quickly become water-soaked and rough, making cleaning difficult and thus producing a medium for the growth of bacteria. The boards should be thoroughly dried and coated at frequent intervals, with consideration of the use of the newly-developed water-resistant plastic resins.

Unloading the Catch

The problem of handling fish during the unloading of the boats at their destination becomes more complicated because of the necessity of separating the fish from the ice before they are hoisted to the pier for weighing. The time element is important because employees of filleting plants are waiting. It is common practice to unload from 100,000 to 200,000 lbs. of fish from a single large trawler within four to six hours.

One of the principal methods in use at present for unloading and weighing fish requires the use of forks in removing the fish from the weighing box. This not only causes further damage to the fish but also accounts for piercing and splintering of the wood in the weighing box, resulting in a surface that accumulates fish scales that are difficult to remove. An improvement over this method of weighing, which eliminates forking, was found to be in use at some ports. A platform several feet in height and of sufficient size to hold a weighing scale and two or three workmen, is used. The fish are hoisted in the usual manner to the scales, weighed in the canvas basket used for unloading, and then dumped into a short chute which carries them to boxes or carts for transportation to the packing houses.

Objections to the use of this method are that too many weighings and too much time is required for handling the separate and comparatively small quantities of fish that are contained in the canvas baskets. An improvement over this method was used for a short period at one of the principal ports. After weighing, the box is tilted, the end is opened, and the fish slide into the cart. The box should be lined with corrosion resistant metal, having round inside corners with all seams soldered to prevent water and gurry from seeping beneath the lining.

As previously mentioned, it is common practice to place the fish in carts or boxes after being weighed. These containers

(Continued on page 33)

Bettmann Archive

Salting fish aboard a North Atlantic vessel in 1891.

Designing A Heavy-Duty Diesel

Problems and Limitations Confronting Designers

By Roy A. Hundley*

DESIGN features of Diesel engines quite often are questioned by operators, and the designer being the creator, too frequently has been placed in the position of one who should have done differently. Therefore, that users may more readily understand the designers' problems and limitations, the following covers a design of a four-cycle, medium-speed, heavy-duty, Diesel engine which in single units is applicable to large fishing vessels.

Breathing Mechanism

The most important part of the breathing of an engine is the valves. It becomes necessary for the designer to strike the economical balance between the requirements of the engine in its breathing as against the economy of manufacturing. The general approach today is such that the valves are as large as structurally possible to get into the cylinder head. The decision as to two valves per function, rather than one, rests with the speed and operation requirements as against economy and manufacturing. The design of valve springs and of cams to operate these valves is one in which mathematics predominates.

The intake and exhaust manifolds generally are selected and so located on the engine as to provide for smoothness of appearance, and yet provide adequate diameters in order that the gas velocities will not be too high. They are to be of sufficient smoothness in the gas passages to reduce flow losses to a minimum. Exhaust manifolds are generally water jacketed in order to reduce the amount of heat rejected to the immediate vicinity of the engine.

We now come to the fourth major part of the engine, namely, that of auxiliaries, which, in many instances, is the source of the greatest amount of clever design work to make the application of these auxiliaries adequate, flexible and trouble-free. The designer can not lose sight, for a moment, of the problem presented to him, and he must also attempt to forecast possible additional applications that will be brought up in spite of previous stated limitations.

Fuel Injection System

Similar to the point brought out in bearing design, there are several competent manufacturers of fuel injection equipment and it is the rule rather than the exception that most engine manufacturers purchase their fuel injection equipment from these manufacturers. One of the major problems before the designer is the determination of the manner of driving the cams to operate the fuel pumps, the location of the fuel pump for convenience of assembly and maintenance, and the location and proper selection of line and nozzle.

Although we originally assumed that the engine had been selected as to speed, power output and application, the designer is forever facing the problem, upon successful completion of these problems, that new applications requiring higher output, higher speed, or more severe duty are being proposed. The designer, therefore, knowing that these conditions always will occur, must not limit his fuel injection system design characteristics to the present problem.

Similar to the flexibility required in fuel injection systems is the problem of suitable governors. The speed control of the engine may be handled directly on the fuel pumps using a governor strictly as an overspeed device. For marine service a simple fly ball type governor, without the ability to maintain extremely accurate speed regulation, generally is used. For generating plants, more accurate hydraulic type governors are required. It is therefore necessary that the designer provide on the engine, mounting pads and governor drives to handle the above mentioned types of governors.

While discussing governors, it is also important to realize that this device is a protection as well as a speed control. Frequently a duplicate, separately driven governor is required for protection against overspeed should the main governor become inoperative. When considering protective devices, it is necessary to mastermind and realize the several causes for overspeed and the several protective devices inherently incorporated in several applications. In a direct driven marine application, one of the most effective overspeed protections is the propeller. It is the burden of the designer to provide protective devices that are sufficiently reliable in operation. This calls for conservative design in the driving mechanism, positive action at the time of overspeed, and positive shut-off in the event the overspeed is called upon to operate.

All moving machinery must be lubricated. In a Diesel engine the application of the lubricating oil system is not only to lubricate all relatively moving parts but to perform the additional duties of cooling. There is also frequently incorporated a provision for lube oil cooling of pistons. The major portion of the mechanical inefficiency, which is generally approximately 10% to 15% of the power output, manifests itself in the form of heat, the major portion of which is extracted by the lube oil. It behooves the designer, therefore, to plan considerably for the type of pump used, the adequacy of the drive, and the over-all safety factor in capacity and rating of the pump and its drive. The final selection of suitable lube oil pumps frequently rests with the experimental data accumulated on the original tests of the pilot model. Here again the designer must not work himself into a corner so that he has no provisions for flexibility of modified applications that may be required.

Necessary Auxiliaries

Another important parasite on most engines, with the possible exception of the very largest ones, is the water pump and water cooling system. The heat rejected to the water jacket system of any engine is relatively uniform on a horsepower basis. Most engines of the class which we are discussing are designed with sufficient water flow to cause a maximum temperature rise between the incoming and outgoing water of between 15° and 20°. Three tenths of a gallon per minute per horsepower is a reasonable figure for water flow rate.

One of the first problems facing the designer is whether these pumps should be driven by the engine or by separate motor driven pumps. Because many operators require engine driven water pumps, provisions must therefore be made in the original design of the engine to drive suitable water pumps for the cooling system. Because centrifugal pumps are most desirable, based on simplicity and trouble-free operation, he must again provide for great flexibility in a potential number of drive combinations and pumps to cover all of the present and future contemplated applications of the engine.

In the case of both the lube oil pump and the water pumps, the location on the engine itself is a major design consideration in order that these pumps may be accessible for service and maintenance for any and all contemplated applications.

At least one more pump is necessary, and that is the fuel oil transfer pump to provide adequate fuel to the engine for all operating conditions. This pump is generally small, requiring in the vicinity of one gallon per minute per thousand horsepower, but again must be so designed and applied to the engine to maintain flexibility for wide speed range and horsepower requirements.

We have discussed about all of the major parts required on the engine and we have before us now the problem of how the engine should be started. Most small engines are electrically started, similar to our automobiles. There is an intermediate size engine where either electric or air starting might be used, depending on the customer's desire. Generally, all larger engines are air started.

Positive starting is a fundamental requirement of all Diesel engines. Further, positive starting at very low temperatures is necessary. It behooves the designer, therefore, to provide ade-

(Continued on page 37)

* Chief Engineer for Enterprise Engine & Foundry Co. Continuation from August of a condensation of a paper presented before the Northern California section of the Society of Naval Architects and Marine Engineers.

Oyster Season off to a Good Start

Supply Generally Good, Quality Fine

Oysters will be more plentiful this season. Reports on anticipated production for this season are encouraging, indicating as large, and in many cases, a larger supply than last year.

In spite of heavier costs, most producers hope to keep prices at or near last year's levels. As in other industries, the oyster farmer has felt the effects of higher costs. This is particularly true of seed oysters and higher wages.

Cape Cod and Rhode Island

The oysters at Cotuit and Chatham on Cape Cod are in very good condition. With an ample supply of good sized stock, the Cape industry is looking forward to a fine season.

The opening of the Rhode Island season was postponed until September 20 due to unseasonably warm weather and because the water hadn't cooled off sufficiently for the meats to fatten.

The supply is larger this year, with top-grade half-shells and good shucking oysters available. Prices are expected to remain the same as last Spring.

For the past few years Rhode Island has been fortunate in having no starfish, practically no drills, and ideal growing conditions.

Blount Seafood Corp., Warren, reports the biggest supply since they have been in business, and plans to market about 50,000 bushels this year.

Good Long Island Crop

According to Greenport, N. Y., oyster companies, this year's oyster crop on Long Island is in excellent condition. Oyster meats in the Long Island Sound area are as good or better than they usually are at this time of year.

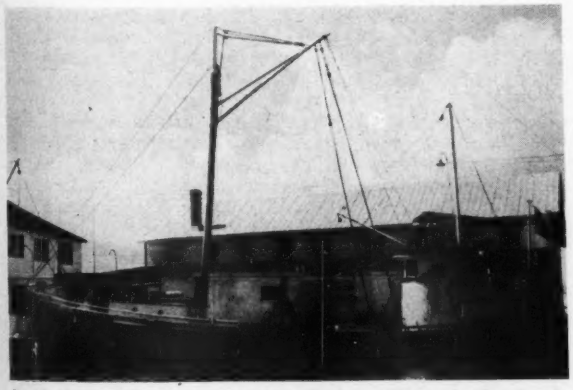
Greenport, with 13 packing and shipping plants, looks forward to one of the busiest Fall and Winter periods in its history.

J. & J. W. Elsworth Co. has installed a new oyster conditioning tank at its Greenport plant. The tank has a capacity of 2,850 gallons of water and is filled with salt water from the bay by means of electric pumps. Bushel baskets of oysters in the shell are placed in submerged racks in the tank. A constant flow of salt water is maintained by the pumps, and this tank is used for the purpose of strengthening the oysters after they are dredged from the oyster grounds.

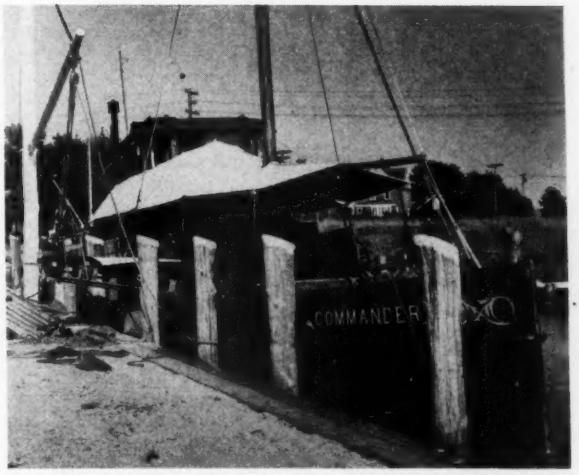
Connecticut and New Jersey

There appears to be an average supply of oysters on the Connecticut beds. However, there still is a scarcity of very large oysters. Harvesting was being delayed pending the full development of oyster meats and the arrival of cooler weather.

Although the early set in Connecticut was disappointing, there still is a possibility of a late set this month. Examination of the Milford Laboratory spat collectors exposed the first week of September showed a light but fairly general set. It was composed chiefly of one-day-old oysters which might indicate the beginning of a heavier set.



J. C. Lore and Sons' 61' oyster dredger "Wm. B. Tennison" moored at the firm's Solomons, Md. plant. Powered by a 165 hp. Gray Diesel, the boat has a capacity of 1200 bu.



The 75' J. & J. W. Elsworth Oyster Co. boat "Commander," powered by a D13000, 115 hp. Caterpillar Diesel, unloading oysters by a conveyor system at the Company's Greenport, N. Y. plant.

New Jersey's oyster season opened with hundreds of men in recently overhauled craft busily engaged in what has been one of New Jersey's leading industries for half a century.

In the southern part of the State, on the shores of the Maurice River, is located what is said to be the largest oyster producing region of any single state in the Union.

More Dredge Boats in Maryland

The season opened in some Maryland areas on September 1st and all areas were to be open on September 15th for tongers. Only a few plants began packing on September 1st and full operations will not be reached until the dredging season opens on November 1st.

Maryland watermen are expecting a profitable oyster season, and more dredge boats will be operating this season than for several years. Prospects indicate that prices will be good and the demand strong. There are more private planters than ever before and it is expected they will help to increase the supply.

The packers and the Union at Crisfield have agreed upon an 85c a gallon rate for shucking, the same as last season. The Crisfield packers do not depend entirely on the oysters caught in the Chesapeake. Runboats and trucks bring oysters from Delaware, Virginia and as far south as Morehead City, N. C.

An inspection of the beds of J. C. Lore & Sons, Solomons, during the last week in August showed the oysters to be in excellent condition for so early in the season. They look for an increased supply from the natural bars of that area during the coming season. The majority of oystermen were preparing their boats and equipment for the opening of the State bars on the 15th of September.

Virginia Planting Successful

More than 400,000 bushels of oyster shells have been planted in Virginia waters since April, according to Charles M. Lankford, Jr., Commissioner of Fisheries.

All conditions considered, the planting of shells on public rocks by the Commission has been better this year than ever before. The cost of planting ranges between 11 and 12 cents a bushel and is being done under contract as a conservation and propagation measure.

The distribution of Virginia's planting is as follows: Rappa-

(Continued on next page)

hannock River, 105,296 bushels; Piankatank, 60,000; Great Wicomico, 52,720; York, 20,195; East, 10,000; Ware, 6,020; James, 45,151; Yeocomico, 20,133; Currioman, 10,032; Nomini, 24,645; Machodoc, 36,035; Indian Creek, 2,000; Severn, 6,780; and Nansemond, 8,054.

No. Carolina Repeals Boat Length Law

The North Carolina Commercial Fisheries Committee has repealed the law which limited the length of power boats used in taking oysters to 32 feet. While there now is no restriction on boat size, the dredge size still is limited to 100 pounds. It was pointed out that the dredge size limit is more effective, since some 32′ boats of extreme beam carried as much as a 45′ craft.

This year, the oyster season in North Carolina will open on October 1 and close March 1.

Florida Production Underway

The oyster season at Apalachicola, Florida started on September 1st, after the Florida State Board of Health had inspected the oysters and found them to be in fine condition.

Oyster Opening Machine Perfected

During the coming Fall and Winter, the commercial use of the first large oyster opening machine and related processes will be perfected at the shucking plant of J. H. Miles & Co., Norfolk, Va. Capable of delivering 1500 bushels of oysters daily in a very clean, smooth and open condition by a physical shock method, the machine has been developed and patented by Dr. H. F. Prytherch of the U. S. Fish and Wildlife Service, Beaufort, N. C., and LeRoy E. Scheider, a New Jersey inventor. The principle of the machine was worked out by Dr. Prytherch while Mr. Scheider designed and constructed a working model which has successfully passed laboratory and industrial tests.

The practical experiments conducted thus far show that the new machine continuously tumbles and rotates the oysters for approximately 30 seconds through a series of seven cylinders in which the surface of the shells are cleaned of mud, sand and other debris, the thin sharp edges of the shells are removed, and the contractile power of the shell muscle is greatly weakened by numerous physical shocks.

After leaving the machine the oysters open quickly and are placed in tanks containing chlorinated or carbonated water which are narcotizing and sterilizing solutions that cause the shell to remain completely open for hours if necessary and improve the quality of the meat. The removal of the meats from these "opened oysters" showed a saving of over 50% in time and labor, and a reduction in the percentage of cut meats.

A working model of the Scheider Shocking Machine employing a principle evolved by Dr. H. F. Prytherch for mechanically opening oysters. The bivalves are whirled through a series of seven cylinders in such a manner that the physical shock causes relaxation and opening of the shell.

Rhode Island Bay Has First Good Clam Set in Years

Soft-shell clams have reappeared in Narragansett Bay waters after having been missing for the last five years, except in isolated areas. Although only thumbnail size and a year short of maturity, they already are being harvested by some diggers.

Edward C. Hayes, Jr., chief of the State Division of Fish and Game, reported that substantial sets have been reported at the mouth of the Warren River, south of Conimicut Point, and several other places. Whether the clams will mature, however, is uncertain, according to Dr. Charles J. Fish, director of the recently re-established Narragansett Marine Biological Laboratory.

He said that several extensive sets have appeared in the rich Bay bottom during the past 10 years, and have grown for a time and then disappeared. An attempt to determine the reason for such disappearances will be one of the projects the research laboratory will undertake, Dr. Fish revealed.

Mr. Hayes pointed out that his Division is powerless to stop the digging of immature clams, since in Rhode Island there is no legal limit on size. Massachusetts imposes a fine of from $3 to $50 on anyone possessing clams under 2″ in length.

"Edrie L." Explodes and Sinks

Edward Conley of Block Island, operator of the 34′ fishing boat *Edrie L.*, was burned severely but with three other persons escaped to safety when the craft exploded and sank August 19 in Old Harbor, Block Island, after an attempt had been made to start her engine. The craft has been raised from the bottom, but it is believed that her hull is a total loss. However, it was thought that the engine might be salvageable.

Harpoons Big Tuna

Capt. Melvin R. Rose of Block Island harpooned a 775-pound tuna from the 31′ fishing boat *Lillian D.* on August 9. The tuna was sold on the New York wholesale market, and brought about 15c a pound.

An 800-pound sea turtle was taken along with a 2,000-pound sunfish recently in traps owned by Capt. Asa Gray and placed off Sakonnet Point. The turtle was believed to be the largest of its kind ever taken in the area.

New Member of Blount Firm

Luther H. Blount has been made vice president of E. B. Blount Sons, Inc., Division of Blount Seafood Corp., Warren, R. I. He is a brother of the Company's president, F. Nelson Blount, and will assist Byron B. Blount in the firm's oyster operations, including the boats *Priscilla, Whitecap,* and *Eddie B. Blount.*

"Albatross" Finds New Grounds

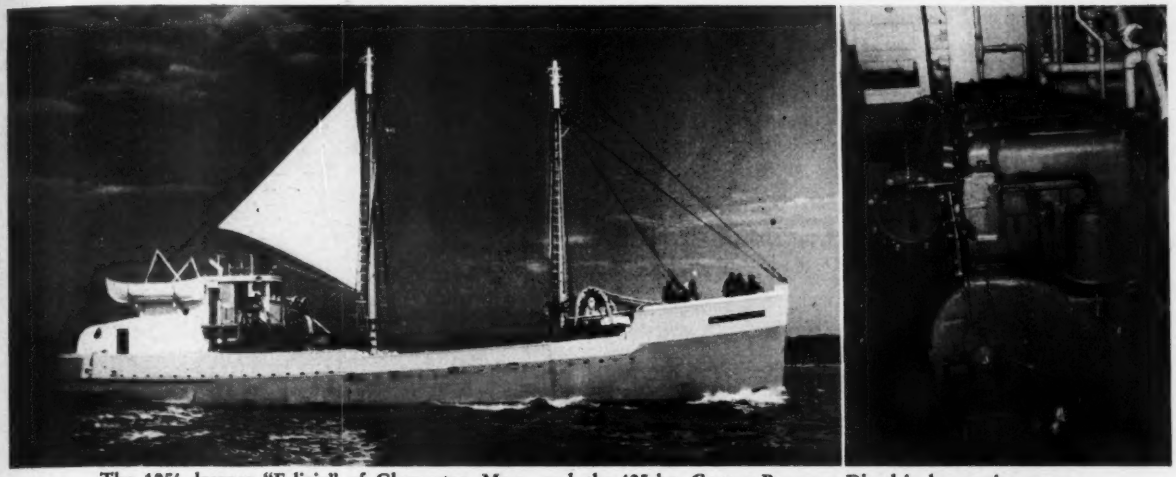
Deep waters north of Georges Bank, not now being worked, are recommended for commercial fishing by the Fish & Wildlife Service. Large haddock and redfish recently were found in commercial quantities by the Service's research vessel *Albatross III* in an area between latitudes 42° 10 minutes and 42° 20 minutes north, and longitudes 67° 30 minutes and 68° 30 minutes west.

On the same cruise, the southwestern part of Georges Bank was found to be a major nursery ground for young haddock. Thousands of haddock hatched last Spring and now measuring 2 to 3″ were caught in fine-mesh trawls.

While continuation of the fish census on Georges Bank was the major objective of the cruise, Dr. Arthur G. Humes of Boston University, who accompanied Fish & Wildlife Service scientists, made an extensive collection of fish parasites, especially of a copepod parasite on the whiting.

On another cruise made the first part of August, the *Albatross III* discovered a bed of sea scallops about 3 miles southeast of Nantucket Shoals lightship in approximately 35 fathoms. Several bushels of these shellfish were obtained in two short tows.

The Service reports two of the haddock tagged by the research vessel have been landed at Boston Fish Pier. One of the fish had migrated about 20 miles.



The 105′ dragger "Felicia" of Gloucester, Mass., and the 425 hp. Cooper-Bessemer Diesel in her engine room.

New Gloucester Dragger "Felicia" Well-Fitted

THE new 105′ wooden dragger *Felicia*, latest addition to the Gloucester fleet, got off to a good start when she weighed out a maiden trip of 216,000 lbs. of redfish on August 19. Owned by her skipper, Capt. Salvatore Nicastro, and Producers Fish Co., the new vessel is one of the largest and most completely equipped at Gloucester.

The *Felicia* was built by Arthur D. Story Shipyard, Inc., Essex, Mass., and has a beam of 23′6″ and a draft of 12′. Her fish hold capacity is 235,000 lbs. and she has accommodations for 15 men, with 10 bunks in the fo'c's'le, four in the after cabin and one in the deckhouse stateroom.

Capt. Nicastro was formerly owner and skipper of the dragger *Salvatore*, after which he had command of the dragger *Philip & Grace*. The engineers on the vessel are Frank Palazola and Dewey Green, while Ralph Selig is cook.

The new vessel was designed by Marshall H. Cogswell of the Shipyard, and the same model with two less frames was used in building the *Mary & Josephine*. The *Felicia* has double 6″ frames on 2′ centers, 3″ oak planking and 3″ white pine decking. Her deck beams are sided 6″ and 8″ and molded 7″. The main keel is 14″ x 12″, her false keel 10″ x 12″ and the shoe 3″ x 12″. The stern post is 20″ x 20″ and the vessel is fitted with a semi-balanced rudder with wooden frame and Columbian bronze stock.

The fish hold has a single hatch which is large enough to accommodate two unloading baskets. The deckhouse is sheathed with ¾″ plywood and insulated with Fiberglas, while the inside of the steel deckhouse trunk is sprayed with ground cork to prevent condensation.

A special feature of the *Felicia* is the use of a single ladder to the flying bridge, placed aft of the winch, instead of a ladder on either side of the house. This arrangement permits a clear deck beside the house, with ample room for stretching out the net. Storage space for extra pen boards is provided in a compartment under the pilothouse.

In contrast with most vessels of her type, the *Felicia* has no cross-trees on her masts, but instead relies on mast collars with eyes to secure the rigging. An improved davit arrangement facilitates speedy launching of the Welin steel lifeboats. The vessel is well equipped with blowers, having two intake units and two exhaust units in the engine room and one exhaust blower over the galley.

The *Felicia* has a conveniently laid out engine room with easy access to all equipment. A novel instrument is the sound-powered telephone between the engine room and pilothouse. Fuel oil capacity is 8,000 gals. carried in four tanks, port and starboard of the main engine. Aqua-Clear is used in the fresh water tanks.

The *Felicia* is powered with a type JS6, 6 cylinder, direct reversing Cooper-Bessemer Diesel with sailing clutch, rated 425 hp. at 325 rpm. Swinging a 72 x 46, 3-blade Hyde propeller on a 7″ bronze shaft, the engine gives the boat an average speed of 10 mph. The main engine muffler was supplied by John T. Love Welding Co., who also handled the iron work on the vessel including her hull sheathing.

Capt. Salvatore Nicastro of "Felicia".

The auxiliary power unit is a 16 hp., 2 cylinder "Deseco" Lister - Blackstone Diesel set with 10 kw. Imperial generator and Kinney clutch-operated Marine Products pump and Curtis air compressor. The electrical system includes 110-volt Willard batteries, "Deseco" switchboard and a 10 kw. Imperial main engine tail shaft generator. A clutch-operated Viking pump, belt-driven off the main engine, is used for bilge and deck service.

The vessel uses Gulf fuel and Gulfpride lubricating oil. A Hamilton Engineering Co. "Hengco" filter system utilizing Fulflo filters, is provided for both lubricating and fuel oil. With this system, which has been installed on many other vessels, all oil goes through the filter elements on every pass, thus assuring abrasive-free lube oil to all parts of the main engine, and double fuel oil filtration.

Deck equipment includes a Gloucester Machine Shop winch winding 350 fathoms of ⅞″ wire rope, operated off the main engine through a roller chain drive with Kinney clutch. The vessel has a 5 hp. Bromfield fish hoist, Bromfield gallows frames and bollards and two 300 lb. Northill anchors.

Pilothouse equipment includes Edson steering gear, Bludworth direction finder, 75 watt RCA radiotelephone, Submarine Signal Fathometer, Sperry Loran, 7″ globe-type Ritchie compass and a Kahlenberg trumpet-type fog horn. The vessel carries a 12″ Portable Light Co. 1-mile ray searchlight, and there are two 500-watt Grouse-Hinds deck floodlights, mounted on the bridge rail. Wilcox-Crittenden plumbing is used in the after-house toilet which is heated from the vessel's oil-fired hot-water heater located in the cabin.

Maine Shad Tagged to Study Spawning Migrations

The study of the migration of shad from waters of the Middle Atlantic States has turned to Maine waters, Sea and Shore Fisheries Commissioner Richard E. Reed reported recently. He said that the shad is a major commercial catch in Middle Atlantic States, and that its annual disappearance means the loss of considerable revenue.

Three Fish and Wildlife Service men, aided by personnel from the Sea and Shore Fisheries Department, are tagging 2,000 shad held in weirs off Hancock and Washington Counties. A seiner also is being used off Mount Desert Rock. According to Reed, the study may lead to a method of re-establishing Maine's shad fisheries, which formerly were extensive.

Twenty of the 236 shad tagged last August in the Gulf of Maine have been recovered by fishermen in coastal rivers from Massachusetts to Georgia. The sea-dwelling shad were tagged to determine their inshore points of origin.

The shad spends most of its life in oceanic waters, but migrates into fresh-water rivers to spawn. Little has been known of these spawning migrations. The results of the tagging operations revealed that adult shad school up together in oceanic waters to feed, regardless of their native river habitats. When the spawning period approaches, the schools of shad break up, and the fish return to their native rivers. Eventually, the shad leave the rivers to feed at sea.

Popham Beach Clam Flats Reopened

Clam flats closed to digging in the Popham Beach area of Phippsburg were reopened August 17 by order of State Agriculture Commissioner A. K. Gardner. A U. S. Public Health Service survey from June 7 to August 9 produced evidence, however, requiring year-round closing of all other Kennebec River flats in Phippsburg and Georgetown.

A. M. G. Soule, chief of the Inspection Division of the Agriculture Department, said most of the areas previously were closed only to Summer digging. Soule reported that clams, water and silt were tested in the survey, and said that if bacteriological tests of clams alone had been the governing factor, all the areas would have been closed. The survey was started at the request of Gov. Horace A. Hildreth, after residents of the area had protested Summer closing of the flats.

Thousand-Pound Tuna Taken

A tuna weighing close to 1,000 lbs. before cleaning was taken the latter part of August in Casco Bay's heaviest run of the bluefins. Jerry Bartlett of Small Point hand-lined the fish, which dressed 680 lbs.

Bill Towers and Leon Perkins of Ogunquit set a season's record August 29, when they hand-lined 12 tuna from their boat *Isabel J.* The catch, which tipped the scales at approximately 3,000 lbs., raised their total haul for the season to 56 bluefins, and netted them about $225.

Feyler Moves into New Plant

Rodney E. Feyler of Rockland has moved his wholesale and retail fish and lobster business to a new building on the Lime Co. wharf. The plant is the latest in design for the efficient handling of fish, with cement floors and stainless steel covered work benches and back walls where the cutters are to work.

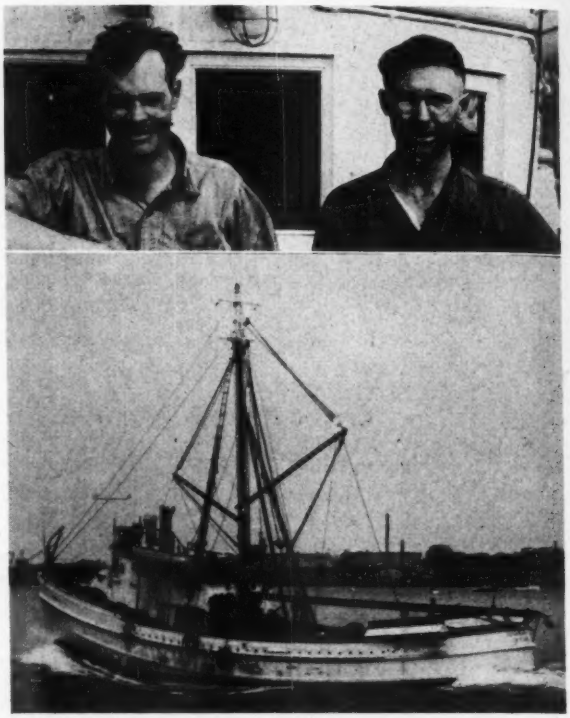
The Royal River Packing Corp., Yarmouth, has announced that its sardine plant, destroyed by fire during June, will be rebuilt in time for next Spring's packing season. The plant gave seasonal employment to about 200 persons.

Seafood Displayed at Lewiston State Fair

The Sea and Shore Fisheries Department had an exhibit of Maine seafood products at the Lewiston State Fair, August 6-11. The exhibit was 26′ long, and occupied an end of one of the buildings at the fair grounds. Canned and packaged products from most Maine seafood processors were on display, as well as large photographs showing operations in the many branches of the fishing industry. The exhibit was the first that the Department had had at the Lewiston event.

Tanker's Propeller Smashes Lobster Boat

George Bernard, 67-year-old South Portland lobsterman, was rescued from the waters of Portland Harbor recently by the tanker *Hat Creek*, after his 23′ boat had been smashed by the propeller of the larger vessel. Suction drew Bernard's craft into the tanker's propeller. The lobsterman's boat and gear, valued at $500, were totally destroyed.



The 86′ Pacific type seiner "Sewanhaka," owned by R. J. Peacock Canning Co., Portland, Me., and at top, Capt. Clarence Grew, left and Roy Nelson, engineer.

Pacific Type Seining Successful

Experiments with the Pacific Coast method of deep sea purse seining for herring have proven successful on the 86′ *Sewanhaka*, operated by R. J. Peacock Canning Co., Portland. Although the vessel presently is being used as a carrier she probably will resume seining work this Fall.

The vessel is the first to be fitted with Pacific type gear, although previous to remodeling, the *Sewanhaka* did some herring seining in Machias Bay. She was rebuilt and lengthened in Nova Scotia last year, and during the Winter was refitted and repowered with a General Motors Twin Diesel plant, comprising two 165 hp. engines turning a 56 x 48 Hyde propeller. The engines have Sperry hydraulic controls, and give a top speed of 10¾ knots.

Fishing is done with a Linen Thread Co. Gold Medal seine, 185 fathoms long and 17½ fathoms deep, which is carried on a turn-table at the stern. The boat's capacity is 1600 bushels.

The deckhouse, located forward, contains the wheel room, galley and quarters for 6 men, and has facilities for topside steering. There are 6 bunks in the fo'c's'le, and the boat carries 8 men for seining.

The *Sewanhaka* is equipped with a Bendix depth recorder, Submarine Signal Fathometer, 75-watt Hudson American telephone, Fisher Radio Pilot direction finder and Kelvin-White compass. She carries Willard batteries and a 350 lb. Danforth anchor.

Seacoast Canning Wharf Being Extended

The wharf of warehouse "A", owned by the Seacoast Canning Co., Eastport, is being extended 40′. The extension will provide an additional wharfage space of 40′ x 80′, and there will be a minimum depth of 18′ of water at its outer end.

Tilghman Handles Wide Variety of Fishery Products

By John A. Howland

ONE of the pioneer promoters of improved seafood handling methods is The Tilghman Packing Co., which has been a major factor in the development of Maryland's Eastern Shore industry. The Company's five plants and fishing properties are located on Tilghman's Island, 24 miles from Easton, the County seat.

Modern methods of efficiency and machinery have been enlisted, catches improved and sanitary techniques stepped-up over the years while the introduction of effectual employee relations plans has set a record for harmonious and profitable operations in this picturesque food producing area.

The Tilghman Company's latest venture is a newly constructed 60′ x 125′ fish meal plant, whose operation will give added revenue to the Maryland fishing industry. The structure was erected by Company employees who also installed the machinery and equipment. A 150 hp. coal fired boiler, a cooker and a press made by Enterprise Engine & Foundry Co., a Beardsley dehydrating machine and a Sharples separator, as well as Tilghman-made settling tanks, holding bins, conveyors and elevators, make up the meal plant equipment.

Founded in 1897 by two brothers, S. Taylor Harrison and J. Camper Harrison, The Tilghman Packing Co. has grown into one of the leading industries of Talbot County. Employees make working for Tilghman a lifelong job. They like the Company and Tilghman reciprocates by having a profit-sharing plan and free hospitalization for all employees and their families. The Harrisons have built their Company into a concern employing between 500 and 600 persons in peak season.

As boys, the Harrisons tonged oysters in a canoe given them by their father. They paddled it along the shores of the Chesapeake gathering in oysters the commercial fishermen overlooked or could not reach. While supplying the bivalves for their own use, the boys thought of the possibilities of making a few dollars by selling part of their harvest to friends and neighbors. This they did, and they went to tonging with a vengeance. When they saw the demand for fresh oysters, they realized there must be a good market in cities far from the shores of the Chesapeake. They decided that oysters dredged off Tilghman's Island could be packed in Tilghman just as well as in Baltimore.

The Harrisons experimented and were successful in developing ways to pack oysters for shipment. From this humble start, the Harrisons added first one and then another sea food to their pack until today the Company packs and cans a wide variety of salt-water delicacies, corn and tomatoes. This activity helps to keep the plant humming the year around. The Company also raises several hundred hogs and steers each year.

An oyster shell island, 800′ off shore from The Tilghman Packing Co. main plant and reached by a causeway, contains the Company fish receiving plant and docking facilities.

Tilghman has pound net rigs which are operated on shares by fishermen who furnish their own equipment. The fish, oyster and crab catches of several hundred Chesapeake Bay watermen also are handled by the Company while other fishery products are bought all along the Coast from Massachusetts to North Carolina. Oysters and crabs taken from the dredge buckets and trotlines off Tilghman one morning are served on Philadelphia and Baltimore tables by the next noon.

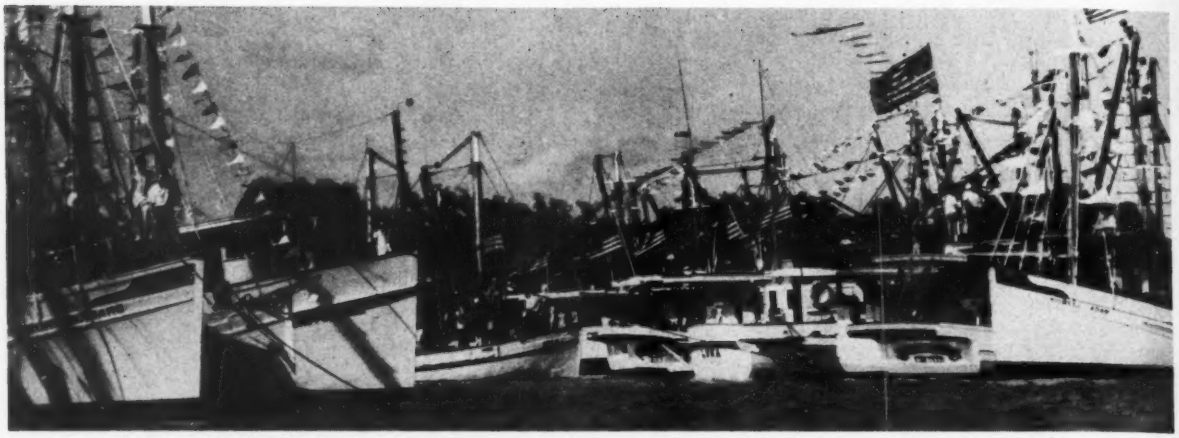
The family of Tilghman's "Time Tested Products" includes freshly shucked oysters and crabmeat, shad and shad roe, herring and herring roe, mackerel and mackerel roe, trout and silver hake. In addition, fresh fish from the Chesapeake are shipped all over the country.

Shells from the millions of oysters shucked by the Company during the years grew into huge piles and periodically were dumped into the Chesapeake. Gradually they formed a small island. They had been dumped in shallow water and they became packed together and virtually cemented with silt from the bottom of the bay. This small island is about 800′ from shore, right off the site of the main plant. When expansion became necessary, Tilghman's decided to use this oyster-shell island as a part of their plant. A causeway was built, the island leveled, and docks and a fish receiving plant built. Today, the island plant is an integral part of the Tilghman operation.

A trip through this plant is a closeup view of progress in packing. To the island come boatloads of freshly caught fish and oysters to be packed under the most sanitary conditions in

(Continued on page 30)

Left, a fresh fish holding tank at The Tilghman Packing Co. plant; center, unloading at the Tilghman dock; right, fish to be canned being prepared on stainless steel equipment.



Biloxi, Miss. shrimp boats gathered in port for the annual blessing of the fleet as the season is opened.

Gulf Shrimp Supply Limited But Prices Hold Firm

Raw shrimp prices are firm in the Gulf, and competition for the limited supply has caused an advance from those prevailing at the start of the season. The catch is running mostly to the large sizes.

Despite the fact that only small numbers of shrimp were reported caught offshore near Biloxi, Miss. on August 9, the opening day of shrimping, authorities predict that the season will be a good one. The shrimp were chiefly of the Brazilian variety, and ran from 23 to 27 to the pound. Over 1,100 Biloxi boats are expected to be engaged in shrimping this season, which is about 150 more than the number last year.

Mississippi shrimpers and factory owners have agreed upon the following scale of prices per barrel for delivered shrimp: 1 to 18 to the pound, $60; 19-20, $55; 21-30, $40; and 31 and over, $30.

The Alabama shrimp season also opened August 9, and a total of 328 shrimp craft began working the waters of lower Mobile Bay. Catches were reported to be scanty which was attributed by some shrimpers to early opening of the season. The shrimp are of small size, and are selling for $25 to $30 a barrel.

Sidney Landry, chief enforcement officer of the Alabama Conservation Department's Seafood Division, on August 10 ordered additional areas of Mobile Bay closed to shrimping because of the small size of the shrimp. The original north boundary for shrimping in the Bay was moved southward to the mouth of Deer River, to Beacon 30, and thence to Daphne.

The Alabama Division of Game, Fish and Seafoods has revealed that the shrimp take for the season August 1, 1947-July 1, 1948, totalled 13,334 barrels, as compared to 12,406 barrels in the previous year.

The waters of Lake Borgne and Lake Robin in Louisiana were reopened to shrimpers August 25, after having been closed for two weeks. Shrimping was prohibited in the two Lakes beginning August 10, after a check of the catch showed that the shrimp were too small.

Menhaden Industry Proposes Regulations

Representatives of the Mississippi menhaden fishing industry on August 6 proposed six regulations to the State Seafood Commission as a compromise to a recent resolution of the Biloxi Hunting and Fishing Association. The Association's resolution urged that menhaden fishing be restricted to waters outside the Mississippi Sound and two miles offshore of outlying islands. Charges by members of the Association that large numbers of game fish are caught in menhaden nets have been denied by Seafood Commission inspectors and menhaden boat owners, who claim that no appreciable quantity of mature fish are taken in the nets.

The regulations proposed by the menhaden interests provide that no menhaden shall be caught in the areas within two miles of the mainland between the east end of Deer Island and the Bay of St. Louis; that no menhaden shall be caught in any river, stream, or bayou; that no seine, purse seine, or other net longer than 1200′, measured along the cork line, shall be used in catching menhaden from any of the waters within the territorial jurisdiction of the State of Mississippi, and where two or more nets are joined together in making a net, the total length of the nets shall not exceed 1200′; that no seine or purse seine with a mesh smaller than standard ¾″ bar, 1½″ stretched when new, shall be used; and that no menhaden shall be taken during the months of December, January, February, and March of any year.

Oyster Restoration Will Take Two Years

James B. Engle, aquatic biologist of the Fish and Wildlife Service, has estimated that it will take $400,000 and two years to repair damages done to Mississippi oyster beds by the hurricane of September, 1947. Engle recommended that 500,000 barrels of shells from Biloxi packing plants be planted in areas devastated by the hurricane, and that 300,000 barrels of seed oysters be gathered from shallow-water Pascagoula reefs and sown elsewhere.

Biloxi Shrimp Fleet Blessed

The city of Biloxi, Miss. held its 1948 blessing of the fleet on August 8. The ritual was performed by the Reverend Father D. J. O'Hanlon, who visited some 400 gaily decorated boats which were riding at anchor just off the Coast Guard base in Biloxi Harbor. The priest made the rounds aboard the freighter *Kuluz Brothers*, owned by the Kuluz Brothers Packing Co.

Following the blessing, a procession took place, with the boats sailing out into the Mississippi Sound. The *Shirley Rose*, owned by Union Fisheries and skippered by Peter Wescovich, was judged to be the best decorated boat, and was awarded a trophy. Placing second in this competition was the *Hurricane*, owned by the Victory Packing Co. and commanded by Milton Savoy; with the *Sadie Mae*, owned by the DeJean Packing Co. and captained by Doc Hebert, placing third.

Two New Members Appointed to Commission

Naif Jordan of Ocean Springs has been appointed to the Mississippi Seafood Commission by Gov. Fielding Wright to succeed R. A. Roberts of Orange Grove. Jordan formerly was a member of the Commission, having served a five-year term which expired in 1947.

Also named to the Commission recently was Walter McVeay of Gautier, who succeeds Oswald Chatham, resigned. McVeay is secretary of the Pascagoula branch of the Gulf Coast Shrimpers and Oystermen's Association.

Shrimp Trawler "Buddy Roy" Launched

The 65′ x 18½′ shrimp trawler *Buddy Roy*, owned by Oscar Galjour of Berwick, La., was launched at the Conrad Industries plant in Morgan City August 9. A D13000 Caterpillar engine will be installed in the boat.

Construction is progressing on another 65-footer, owned by Theron Boynt of Morgan City. Launching of this craft was expected to take place sometime in September.

Florida Fishermen Advocate Cuban Grouper Pact

In an effort to do something about the present scarcity of fish, believed by fishermen to have been caused by the lack of adequate conservation laws and the lethal red tide, a group of Tarpon Springs commercial fishermen have advocated an international agreement with Cuba to protect spawning grouper in the Gulf of Mexico. The fishermen complain that large Cuban boats come to the edge of the international three-mile line to make hauls of as large as 200,000 lbs. per boat. In commenting on the protection of grouper in the Gulf of Mexico, A. C. Gideon pointed out to the group, which met in the fish house of Frank and Joe McCreary, that an agreement with Cuba was necessary in order to assure satisfactory results from any conservation measures adopted by Florida.

The commercial fishermen also urged the State to make and enforce more rigid laws to protect spawning mullet in the bays, rivers, inlets, bayous and creeks. Mullet and grouper are the mainstays of the Florida inshore and Gulf fleets.

Frank McCreary suggested that the State should have strict laws which would make it illegal for a fisherman to possess a net which will catch undersize mullet, adding that mullet should be protected until two years old.

Sponge Boats Blessed

The "blessing of the boats" ceremony took place on the *Kaliope*, Sunday, August 8, at the sponge docks in Tarpon Springs. Customs of the Greek seafaring men of the sponge fleet require the blessing of the church prior to sailing on a new trip, at the end of every six months.

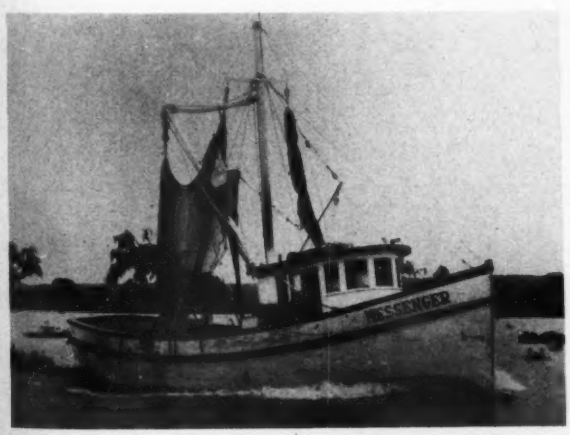
International Fisheries Institute Meets

Representatives of 10 Caribbean countries, Federal and state agencies, institutional and trade associations, as well as private individuals, attended a meeting of the International Fisheries Institute at Miami Beach, August 9-14, under the auspices of the Marine Laboratory at the University of Miami. The Institute was organized for the purpose of exchanging and disseminating information and discussing the problems of the salt-water fisheries of the southeastern U. S. and the adjacent Caribbean area.

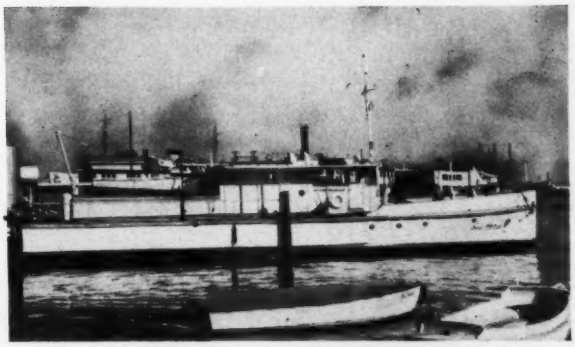
Commercial and sports fishermen aired their differences and drew from John de Quine, chief fishery biologist at Tallahassee, the observation that "there is more misunderstanding than conflict between the sports and commercial fishermen." Commercial fishermen voted to ask a $50,000 legislative appropriation for scientific research on which "intelligent conservation laws" might be based.

Redtide Study at Sarasota

The Fish and Wildlife Service has chosen Sarasota as headquarters for its investigation into red tides in the Gulf of Mexico. Sarasota made an attractive offer to the Service which gives it a suitable building and wharfage on clean salt-water closely adjacent to the Gulf without a major expenditure of funds. W. W. Anderson, of the Service's Washington staff, has been named to direct the investigation.



The 56′ Caterpillar Diesel powered shrimp trawler "Messenger" owned by Versaggi Shrimp Co., Patterson, La.



The 75′ fish processing and quick freezing boat "Sea Horse" owned by Sea Horse Frozen Food Co., St. Petersburg, Fla. An ex-Navy patrol boat, she is skippered by Capt. Marvin J. "Jack" Miller and can produce 20,000 lbs. of fillets per trip. She is powered by twin 100 hp. Diesels and is equipped with a Kaar direction finder, a Bendix depth recorder, Danforth anchors, and Columbian rope.

Okeechobee Case Taken to High Court

Six Lake Okeechobee fishermen have asked the State Supreme Court to review charges that they possessed a seine illegally. Suits against them were discharged by the Glades County Court but the Glades County Circuit Court, to which the cases were appealed by the State, reversed the decision.

Their attorney is asking the high court to review the case on grounds that the circuit court's decision is "tantamount to precluding a defendant in a criminal proceeding from questioning the reasonableness of a rule or regulation." He declared the Game and Fresh Water Fish Commission rule under which the six fishermen were charged is "not a proper exercise of the police power."

"Thresher" Joins Snapper Fleet

The 65′ shark boat *Thresher* has been purchased by Capt. Fred Roush of Dunedin for snapper fishing. She is a 43-year-old Diesel powered former racing yacht built in New York.

Sponge Industry Faces Long Shortage

It will take from 10 to 20 years for deep-water Florida sponge beds to recover from the severe 1939 sponge blight, A. H. Stuart predicts in a Department of Commerce publication. Complete recovery is not assured even then unless spongers fully comply with the law prohibiting collection of sponges less than 5″ in diameter. With proper control and protection, shallow beds may recover within five to 10 years, Stuart explains.

In 1947 sponge sales at the Tarpon Springs Sponge Exchange were about one-half those of 1946 and only one-seventh of the 1938 total.

In accord with other experts, Stuart stresses that it is most important that new sponge grounds be located in the Gulf of Mexico, and remarks that sponges might be cultivated economically in the Florida Keys.

General Seafoods Moves Headquarters To Boston Fish Pier

The headquarters of the Seafoods Divisions of General Foods Corp. have been transferred from New York to the Company's branch on the Boston Fish Pier. The move was in keeping with General Foods' plan to establish the management of its several divisions at their major operation locations.

Virginia Menhaden Fleet Making Big Catches

The 19 vessels in the Chesapeake Bay menhaden fleet landed 107,965,000 menhaden during June and July of this year. Three of the vessels are owned and operated by the Standard Products Co., Inc., on Dymer's Creek, off Little Bay at Ocran, while the other 16 craft are connected with the five menhaden plants at Reedville.

The 138′ *W. R. Rowe*, which is owned by the Standard Products Co., and skippered by Capt. G. W. Davis of Reedville, has been the high-line boat in the fleet for several years. During June and July, the *Rowe* caught 8,834,000 menhaden, while the average for all 19 boats in the fleet was 5,682,000.

Fishing Limits Extended

Extension of fishing limits off the Eastern Shore of Virginia in the Chesapeake Bay, from Onancock Creek to Cape Charles, was announced August 19 by the Secretary of the Army. The extension ranges from a few yards up to a maximum of approximately 2,000 yards, and applies to the placing of traps and pounds.

At the lower end of the Chesapeake Bay, the fishing areas also are being revised. Two small areas in Lynnhaven Roads are being eliminated, and one new area is being established there. Another new area is being designated in Hampton Roads, at Newport News Middle Ground.

Still another change will prohibit fishing structures in a 200-yard fairway in the James River. The fairway or open channel is to insure an unobstructed approach to the mouth of the Chickahominy River.

The new ruling also provides that Federal regulations on the marking of leased oyster grounds shall be in accordance with State laws.

"Elsie K." Burns and Sinks

The 65′ fishing vessel *Elsie K.* burned and sank August 6, eight miles northeast of Smith Island, near Cape Charles. Her two-man crew, including owner-skipper Adrian Rowe of Cape Charles, abandoned ship in a skiff and rowed to Smith Island from where they were taken to Cape Charles by a Coast Guard helicopter.

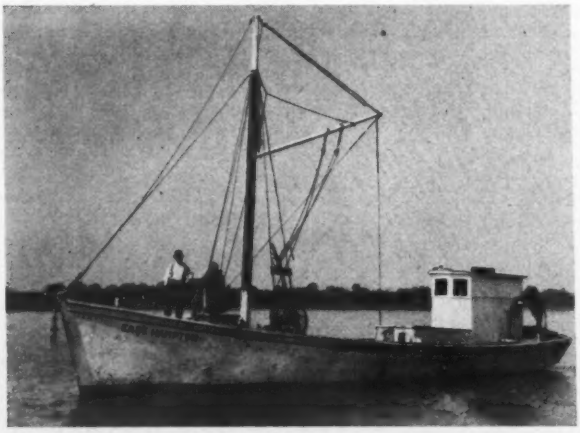
Pound Netters Make Big Catches

Several Mathews pound net fishermen made big catches August 30. Henry Owens brought in approximately 1200 boxes of croakers and John Pugh landed about 1500 boxes. The fish sold for $14.00 per 100-pound box.

New Amendment to Netting Law

The Virginia Commission of Fisheries has advised that an amendment by the 1948 session of the General Assembly makes it unlawful for any person to use a pound net, head, or pocket, or mullet net (under 200 yards long), having a smaller mesh than 2″, stretched measure, after having been tarred, for the purpose of catching food fish. No haul seine or mullet net shall be more than 500 yards in length unless authorized by the Commission of Fisheries, and if over 200 yards long, shall not have mesh less than 3″, stretched measure, and no mullet net shall be deeper than 40 meshes. It further is provided that no license shall be issued to set a pound net or other fixed fishing devices on an established and presently used haul seine stand, except that this provision shall not affect a pound net stand presently licensed as such.

Any net having a funnel mouth, round mouth, or square mouth, with head exposed above water, shall be construed as a pound net. A haul seine is any net set out from the shore or shallow water, with the term "shallow water" as used herein meaning any water not exceeding 8′ in depth at mean low tide. Haul seines shall have one end stationary at all times while they are being used.



The 63′8″ fishing boat "East Hampton" owned and skippered by Capt. F. M. Hudgins of Hampton, Va. She is powered by a 115 hp. D13000 Caterpillar Diesel.

Norfolk Area Landings

Norfolk area fish production for the month of August totalled 2,474,000 lbs., and showed a gain of 1,797,000 lbs. over landings during the previous month, and an increase of 182,000 lbs. as compared to the August, 1947 catch. The croaker take totalled 1,182,000 lbs., and was the largest of any variety. Sea trout followed with 760,000 lbs., and spot was in third place, with 253,000 lbs. Both sea trout and spot landings showed substantial gains as compared with catches of those species in the same month last year.

Two Boats Get New Batteries

Among boats recently equipped with Surrette marine batteries are the 78′ *Powatan* owned by J. S. Darling & Son, Hampton which has an HHR-31, 32-volt set. The 78′ *Sea Pal*, owned by Capt. H. Milton Forrest of Messick and skippered by Capt. Henry Lawson of Jeffs, also has a 32-volt set. The batteries were sold by Norfolk Marine Co.

Maryland Recommends Resurvey Of Oyster Bottoms

The Maryland Board of Natural Resources has recommended a resurvey of oyster bottoms in the State, calling attention to the fact that the last such survey was made forty years ago. It is believed that many changes have taken place during this time due to siltation, bottom shifting, dredging operations and many other factors, and that a new survey should prove to be very helpful in laying the foundation for a program of rehabilitating Maryland's oyster industry.

Certain Maryland oyster packers are reported to be in favor of changing the present oyster cull law as it applies to oysters shipped into Maryland. For example, Delaware permits the taking of 2½″ oysters while in Maryland the minimum is 3″. Thus, a packer who buys 2½″ oysters in Delaware and transports them to Maryland to pack is violating the law.

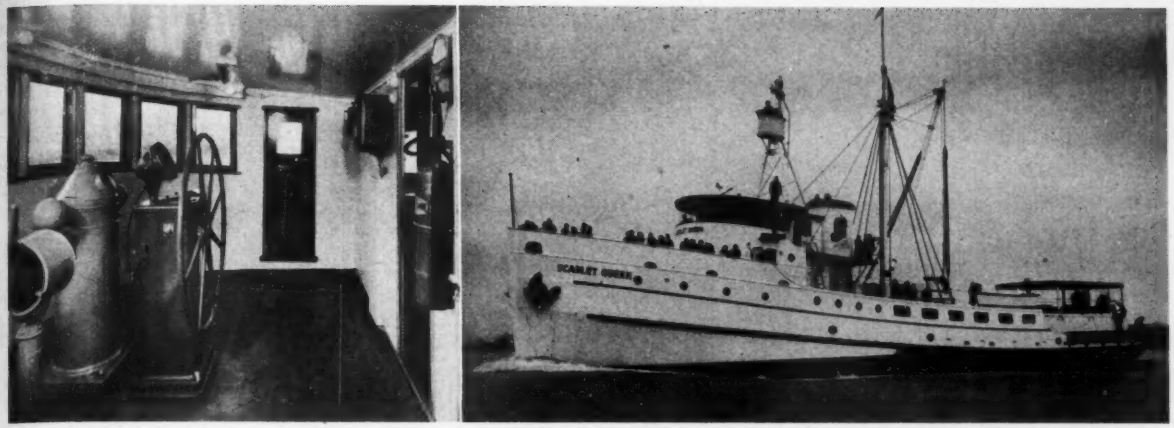
Among those affected by this regulation is C. H. Ashley & Son, who is among the largest packers of oysters in Kent County. Eighty percent of the oysters packed by the Ashley plant come from private beds in the Delaware River.

Bozman Has New Skipjack

A new 46′ x 16′ skipjack, owned by Carrol Bozman of Fairmount will take its place in the oyster carrying trade on the Chesapeake Bay and its tributaries this season. Built by Forbush Marine Railways, Crisfield, the vessel has a capacity of approximately 500 bushels of oysters. According to Oscar Howard, who designed the boat and oversaw its construction, it is the first skipjack to be built in the area for about 15 years.

Large Shipment of Crabs

R. C. Bradshaw, Crisfield seafood packer who has developed a new process for handling hard crabs, shipped 5,400 of the cooked and seasoned crustaceans to Philadelphia one day during the last week of August. This was one of the largest shipments of hard crabs for several years.



The 165′ Pacific Coast tuna clipper "Scarlet Queen" and her pilothouse, showing the Sperry steering equipment.

World's Largest Tuna Clipper Has 625-Ton Capacity

THE 165′ x 34′ wooden-hulled tuna clipper, *Scarlet Queen*, said to be the largest vessel in the world devoted to that fishery, recently was placed in service at San Diego, Calif. A converted ATR fleet rescue tug built during the war for bringing back disabled battleships, the *Queen* is operated by Cecil Drake of Drake and Bullen; Capt. Tony Dutra; and Walter Burruss, engineer. Her hull is the heaviest in the Pacific tuna fleet and she has an unusually large capacity for fuel, bait and cargo.

The original steam plant has been replaced by a Fairbanks-Morse opposed piston Diesel rated 1600 hp. at 720 rpm. This is believed to be the first Diesel of its type installed in a Pacific fishing vessel. The engine, a model 38D8-1/8 unit, has 10 cylinders of 8⅛″ bore, each with two 10″ stroke pistons powered from the central combustion chamber between them. Upper and lower pistons drive separate crankshafts which combine their output through gears and a vertical shaft. Engine speed is reduced to 265 rpm. propeller speed by a Western Gear Works planetary reduction gear installed aft in the shaft alley. The Diesel delivers its power through an American Blower Co. hydraulic clutch. The shaft turns in a Goodrich Cutless rubber stern bearing.

The *Scarlet Queen* made 12 knots at full power in trial runs with every tank and cargo well fully loaded. Her stability was demonstrated by the fact that the rail raised only eight inches when the wheel was thrown hard over at this speed. The ship rode at perfect fishing trim with horseshoe awash and fishing racks right on the surface.

All too frequently, conversions involve a compromise between what the builder would like to have and what he deems practicable, but there were no compromises on the *Scarlet Queen*. The conversion was made by Tacoma Boat Building Co., Tacoma, Wash., and the vessel was painted with Hart and Burns Navicote finishes.

Sixteen cargo wells have been put into the vessel and, of the deck bait tanks, three are refrigerated. This gives the ship stowage for more than 625 short tons of brine-frozen tuna. The capacity of the clipper is further enhanced by a flexible arrangement that gives much of the space double and triple utility. Eight of the cargo wells are equipped for carrying bait, obviating the necessity for over-size deck bait tanks which might have detracted from the ship's stability. Three of the cargo wells and two of the bait tanks can be used for fuel oil bunkerage, giving the *Queen* a total fuel capacity of 61,776 gals. In addition, there is space for 1,537 gals. of lubricating oil and more than 1,000 gals. of gasoline for auxiliary craft. It is planned to restrict the ship's voyages to four months, but if called upon, she can stay at sea for considerably longer periods.

To freeze and maintain refrigeration of the tuna, Baker Ice Machine Co., Inc., designed and installed a system in which the key units are four Baker duplex 7¼″ x 7¼″ compressors, each driven by a 50 hp. motor. The refrigeration load, added to the needs of other electrically driven equipment, constitutes a heavy demand for electric power. This is supplied by two 250 kw. and one 60 kw. General Motors Diesel-generator sets.

Navigation and control equipment is complete and modern. An elaborate Sperry Gyroscope Co. installation simplifies steering. There are Sperry gyro-compasses on the bridge, in the

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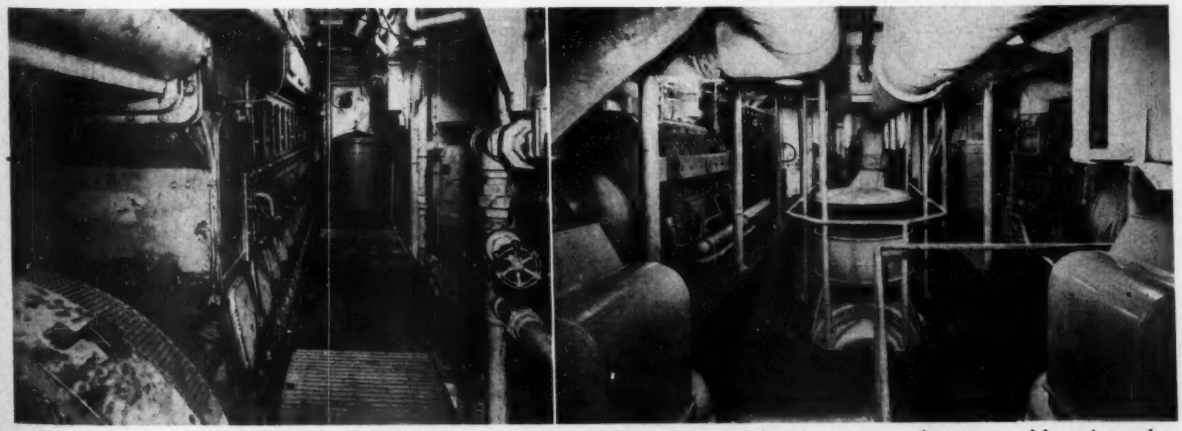

Left, the "Scarlet Queen's" 1600 hp. Fairbanks-Morse Diesel propulsion plant. Right, the upper engine room with main engine protruding through grating and flanked by General Motors Diesel generator sets.

The 36'6" trap net boat "Chappie" owned and skippered by Capt. Henry Beatty of Kelley Island, Ohio. She is equipped with a 115 hp. Chrysler Crown gasoline engine using Gulf lube oil, a Michigan propeller and Gold Medal nets made by Linen Thread Co.

Great Lakes Whitefish Catch Shows Marked Increase

The Michigan State Conservation Department has reported a large increase in Great Lakes production of whitefish. The Lake Huron whitefish take for the first six months of this year was 700,000 lbs. more than in the same period of 1947. In Lake Michigan whitefish production was 547,000 lbs. higher, and in Lake Superior the catch showed an increase of 61,000 lbs. The whitefish take on Lake Huron in June alone was 980,197 lbs., as compared with 538,331 lbs. in June 1947.

Lake trout production in Lake Huron during the six-month period fell to a low of 2,795 lbs., and in Lake Michigan the trout catch dropped 50,000 lbs. to 444,934 lbs. However, there was little change in Lake Superior, with production of 1,090,368 lbs. at mid-year 1947, compared with 1,073,913 lbs. this year.

The number of commercial fishing tugs operating out of Port Huron has increased from 7 last year to 15 this year.

Good Trout Takes in Lake Superior

Commercial fishermen operating in the southeastern Lake Superior region, particularly around the Munising, Mich. area, made some sizable lake trout hauls during August by trolling and by the set hook line method. The fish taken were large, and production was steady.

Within a period of a few hours, George Barnes, trolling with Paul Van Landschoot, caught 359 lbs. of lake trout off Grand Island. Included in Barnes' haul was a 31½-pound lake trout, measuring 42" in length and 24½" in girth. Russ Haefner, trolling in Al Kimar's boat *Davey K-II*, skippered by Victor Ruusi, landed a 39-pound lake trout in Shelter Bay waters near Munising. The fish was 40" long and had a girth of 32".

Commercial fishermen look forward to increased production during September and October when the lake trout move inshore over the reefs in about 60 or 70' of water.

Gill and pond netters operating in the Ontonagon, Mich. area report they had a very good season this year in the production of lake trout and whitefish. Although the catch from gill nets was practically nil during August, regular production is expected to be resumed in September when the fish move inshore.

Production by Ontonagon set hook line fishermen was steady during August, and they caught some of the largest lake trout taken this year. There were considerable trolling operations during the month, and many sizable trout were taken.

Some unusually large takes of walleyes were made in the Bay de Noc area of Green Bay recently. During June 16,000 lbs. of the fish were taken by commercial trolling.

Trout production among the fishing fleets operating in Lake Michigan was reported to be fair during August.

Ask Ban on Commercial Walleye Trolling

At a meeting held recently at Escanaba, Mich., a group of local commercial fishermen who have joined with the Michigan Fish Producers Association entered a resolution to recommend to the State lawmakers that a ban be put on commercial walleye trolling in Michigan. The move was said to be aimed at those who criticize commercial fishermen for encroaching on sport trolling for walleyes. The commercial fishermen claim they are being unjustly blamed for the acts of some individuals who get a commercial license which permits them to troll for the lake walleyes in larger numbers than is allowed under the sport fishing license.

Walter Olson was elected president of the group; George Hansen, secretary; and Ralph Christensen, treasurer.

Urges Greater Govt. Interest in Fisheries

In an address before commercial fishermen at Escanaba, Mich. recently, Congressman Charles E. Potter of Cheboygan stated that more interest should be taken by the Federal Government in the Great Lakes commercial fishing industry. Potter said he had requested the chairman of the House Committee on Merchant Marine and Fisheries to hold a series of hearings at Escanaba and elsewhere in the region to "study the whole fish problem."

He urged more assistance in combating the sea lamprey, and expressed the opinion that the lower house of Congress, which in the past has studied the fisheries problem, should submit a report to the Senate in connection with the International fishing agreement. The need for more commercial fish hatcheries in the Great Lakes region also was stressed by Congressman Potter.

Smith Bros. Celebrate Centennial

Smith Bros., Port Washington, Wis. commercial fishing firm, observed their 100th anniversary August 31 with a picnic at Amsterdam for their officers, employees, and friends. Amsterdam was chosen for the centennial celebration because it was in this town that Gilbert Smith, grandfather of the present heads of the company, set up his first commercial fishery 100 years ago. Following the picnic, the members of the Smith family and their guests returned to Port Washington for a buffet supper at the company's restaurant.

Officers of Smith Bros. include Oliver H. Smith, president; Mrs. Lester Smith, vice-president; Miss Evelyn Smith, secretary-treasurer; and Mrs. Earl Huwatschek, a director of the firm.

Built, owned and skippered by Capt. Joseph LeBel of Bayfield, Wis., the Chrysler-powered "Fair Lady" won the commercial fishing boat race for the third consecutive year on August 15 at the third annual Bayfield Regatta.

(Continued from page 27)

wheelhouse, the chart room and the crow's nest, with the master gyro below in the deckhouse. A steering controller permits the man aloft to handle the ship. A Sperry steering engine controls the rudder.

Radar, radio compass and sounder are all part of the *Queen's* equipment. A Raytheon radar antenna, mounted on her tripod mast, scans the sea night and day, noting tuna breaking water well beyond the range of human vision. An Intervox radio direction finder pinpoints the ship's position, while a Submarine Signal Co. Fathometer reports soundings. The clipper will carry two powered and two unpowered auxiliary craft and a small airplane.

"FELLER NAMED GRANGER . . .

"Ted Granger, he said he was, Skipper of ***Peconic,*** an oysterman out of New Haven. Met him in Mitchell's diner in Greenport. He was talking about pictures — seems he has a camera like the news photographers use, and even does his own developing and printing in the bath- like the news photographers use, even does his own developing and printing in the bathroom.

" 'One picture I ***really*** want', says he, 'is a shot of a Wolverine going into my engine room. We've got Wolverines in two of our boats now and I hear there's a new 8½ x 10½ coming out. That's for me!'

"Now I know some of the people that run the Sea Coast Oyster Company — they own ***Peconic.*** Smart fellers with a dollar; have to be, in oystering. Jim Munson there told me a while ago that their Wolverines only cost peanuts for maintenance. It's my guess that Granger will get his Wolverine — and his picture.

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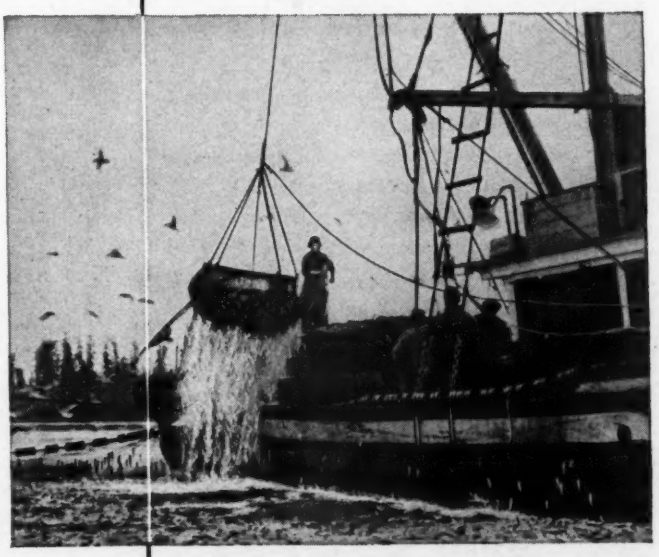

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Tilghman Handles Variety

(Continued from page 23)

George T. Harrison, president of The Tilghman Packing Co.

machines designed by Tilghman's. During the growth of the Company from a two-man operation of the Harrison Brothers to today's plant, machinery has played an important part—not only to take over much of the work that formerly was done by hand, but to assure retention of the flavor of the sea food and to relieve guesswork in preparing the foods so that the same standards can be had at all times.

Credit for the Company's record is given to the employees by George T. Harrison, son of one of the founders, "I would like to give our employees credit for the success of the Company. I have always realized that no one man or two men can run a company. It must be done by the teamwork of everyone connected with it."

Cleanliness and sanitation are watchwords at Tilghman's. The entire plant and surrounding territory have been sprayed with D.D.T. For years the Company has offered $10 to anyone who can find 10 flies in the crab, fish, and canning plants, warehouse, or machine shop at any time. No one has ever claimed the reward.

Most of the equipment and machinery used here is made of stainless steel, designed by the machine shop men themselves. Canning machinery concerns made part of the equipment to Tilghman specifications, but a large part was fabricated in the Tilghman machine shop.

There is no waste at The Tilghman Co. Scales from the fish are sold to be used in the manufacture of costume jewelry, beads, and artificial flowers. Entrails are collected and used for farm fertilizer. Shells, heads and tails are utilized in one way or another.

At the receiving plant, fresh caught fish are conveyed to stainless steel cleaning tables, where workers removed the heads and entrails. The cleaned fish drop into stainless steel buckets and in turn are emptied onto conveyor belts which take them to be washed. After passing through a revolving washer drum the fish either go to a filleting machine or to the cutter. The filleter removes the bones and splits the fish. The cutter snips off their tails and cuts each fish into can-size pieces.

Over the causeway from the oyster-shell island to the main plant the prepared fish are trucked to a brine bath. From there they go by conveyor to the "merry-go-round" packing table. Here, on stainless steel working surfaces, the fish are packed in cans and sent through an efficient Tilghman-made stainless steel exhaust box to the sealing machine and cooking retorts. After cooking, the cans go to a 45′ cooling tank and are then put through the new and most ingenious "unscrambler" machine which lines up the cans neatly on their sides from their former helter-skelter positions, ready for orderly passage through the labeler and into boxes.

Crabmeat gets equally as pampered handling on stainless steel equipment to assure retention of its delicate flavor which can be lost so easily if not handled with care. After cooking, the fresh-caught crabs are emptied from cooking retorts onto stainless steel cooling platforms. The meat is extracted by expert pickers, then is drained, graded, and packed on specially designed packing tables.

Half a century after the Harrison brothers founded their Company, it still is being guided by the Harrison family. The president is George T., whose son, John T., is vice president, while Kenneth E. Sr. is secretary-treasurer. Kenneth E. Jr. also is a member of the firm. Under the leadership of these four men, the Company has forged ahead in perfecting improved production and processing methods. In so doing they have been instrumental in creating wider consumer acceptance for seafood products which in turn has meant a bigger and better market for the fishermen of Chesapeake Bay.

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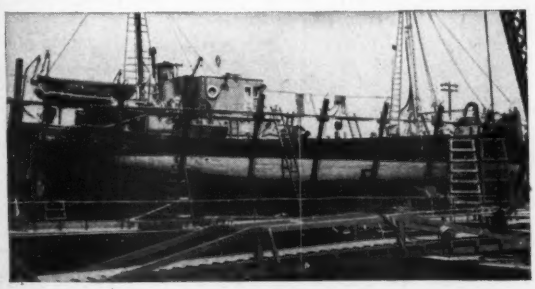

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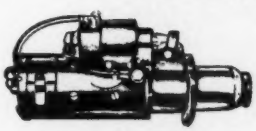

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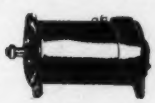

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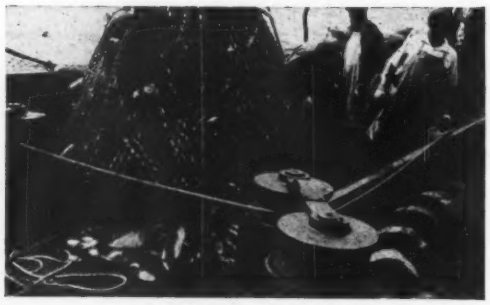

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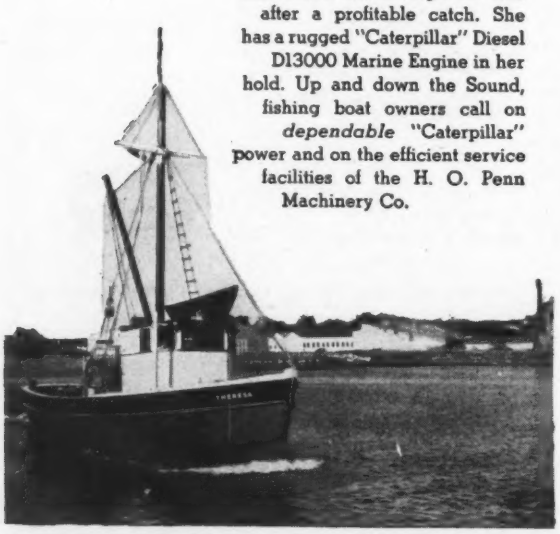

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NEW YORK, N. Y. MINEOLA, L. I. POUGHKEEPSIE, N. Y. NEWINGTON, CONN.

North Carolina Shrimp Catch Indicates Good Season

Shrimp production along the central North Carolina Coast last month indicated that the current season might equal or better the 10 million-pound record of 1945.

In July 800,000 lbs. with heads off were recorded, while in August one operator shipped one day's catch totaling 51,000 lbs. Three to four hundred pounds of shrimp to a drag have been reported this year, as opposed to an average of 30 last year, with some boats bringing in 3,000 lbs. a day. Southport shrimpers lay claim to 5,000 lbs. to the boat.

Two Boats Converted for Menhaden

Alonza Willis and F. R. Bell of Beaufort have purchased two boats from the Government which are now being converted for menhaden fishing. They are the *Evelyn G. Willis* and the *Four Bells*. The former, which is expected to be ready for fishing in October, is undergoing necessary changes at the Standard Oil dock while the *Four Bells* is being outfitted at New Bern.

Fishing Industry to Be Developed

W. Roy Hampton, chairman of the fisheries committee of the Board of Conservation and Development, recently outlined a three-phase plan for the development of the food fish industry in the Morehead City area.

According to Mr. Hampton, the fisheries committee is setting out to help increase profits and improve the economics of handling food fish. Five scientists are working now on a research program which includes three phases of operation: one, technical and scientific research which will determine how to increase the supply of food fish; two, physical rehabilitation of waters; and three, marketing of fish.

Good Mullet, Menhaden Catches

A crew of 25 fishermen under Capt. Duffy McGuthrie of Salter Path was reported to have caught 4,100 lbs. of mullet east of Atlantic Beach for the first haul of the year on August 31. At that rate each fisherman would make about $20 a day.

The menhaden boat *Lloyd T.*, owned by W. H. Potter, Beaufort Fisheries, fished Taylor's Creek the middle of August and caught a full load of 120,000 to 125,000 menhaden.

New Jersey Fishermen Form Association

Organization of the North Jersey Commercial Fishermen's Association was effected August 27 at a meeting in Belford, which was attended by some 50 pound net fishermen and others interested in the industry. Harold Tarnow is president of the new group; Walter Eastmond, secretary; and Albert S. Maxon, treasurer. Trustees are Charles Schnoor, Elmer G. Maxon and John Engelbrecht.

Howard W. Roberts, who was named legal counsel of the new Association, spoke on recent New Jersey legislation. He explained provisions of Senate Bill No. 29, one of the State reorganization bills which includes the State Fish and Game Council.

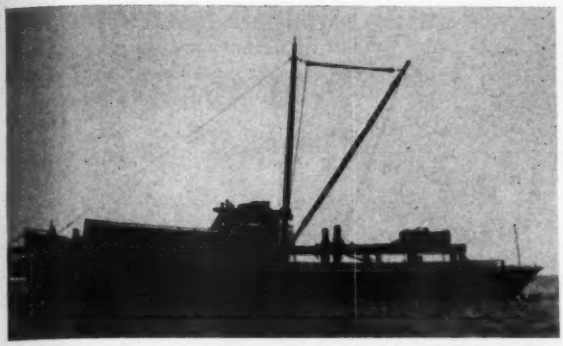
Shell Fisheries Council Has Two New Boats

Two new 38' boats have been added to the fleet of the Council of Shell Fisheries, New Jersey Department of Conservation. The boats are former U. S. Coast Guard picket boats which were turned over to the Council by the Navy Department.

One of the two vessels will be used on guard duty in the Cape May County section of Delaware Bay. The new boats will complement a Council fleet of two boats now operating in the Delaware Bay section and approximately ten boats operating in the Atlantic Coast section.

Striped Bass Bills Introduced

Assemblyman Peter B. Hoff of Salem has introduced two striped bass bills in the Legislature. One would legalize the taking of fish by drifting gill nets in the Delaware River and



The 44′ shrimper "Sadie" owned and skippered by Capt. Howard Nelson of Atlanta, N. C. She is equipped with a 110 hp. Chrysler Crown gasoline engine, Willard batteries, Hyde propeller and Gold Medal nets made by Linen Thread Co.

Bay and their tributaries, while the other would reduce the legal size limit from 18″ to 14″.

Earlier this year the lawmakers passed a bill introducing the netting of striped bass within three miles of the Jersey coastline.

Large Tuna Landed at Wildwood

A 500-lb. tuna was caught off Wildwood recently by Charles Stolnabb and crew, who battled an hour with the fish before it was subdued. The tuna, landed at the Union Fish Co. at Ottens Harbor, was reported to be the largest fish ever brought into a local dock.

George A. Mott

George A. Mott of Tuckerton, who had served for 21 years as a director of the New Jersey Board of Shell Fisheries, died August 28 at the age of 84. Mr. Mott also was a member of the Shell Fish Commission of New Jersey, which was created in 1893, and served throughout the 12 years of its existence as secretary and chairman of the Legislative Committee. In his early years he was engaged in the planting and shipping of oysters.

John McLaughlin, Sr.

John McLaughlin, Sr., a veteran of many years in the Philadelphia seafood business, died on August 17. Mr. McLaughlin, who was over 70 years of age, since 1933 had operated a wholesale seafood firm with his son, John, Jr. The concern, known as John McLaughlin & Son, operates a large pound net fishing business and freezer and processing plant on Long Beach, Ocean County, N. J., as a subsidiary.

Handling Fish On Vessels and Docks

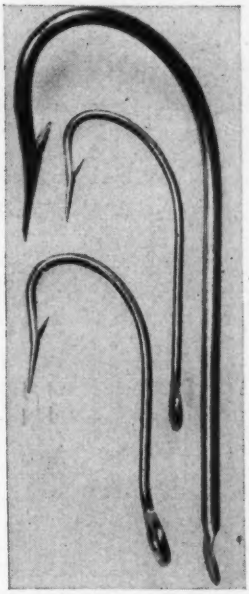
(Continued from page 17)

are of wooden construction and when new, ordinarily are painted on all surfaces. A bakelite varnish is sometimes used on the inside surfaces, providing a tough coating which is more readily cleaned than painted surfaces. Since the carts and boxes are constructed of wood, inside surfaces are frequently found to be roughened and covered with an accumulation of fish scales and gurry. Fish scales and gurry, when once dried, are difficult to remove. Consequently, boxes and carts should be cleaned thoroughly with a stiff brush and running water at the end of the day. Where live steam is available, it should be used in preference to the brush method for cleaning.

Corrosion-resistant metal linings would be more satisfactory than paint or varnish for carts and boxes. By having the metal overlap the edges of the wood, soldering all seams and nail heads, and rounding the inside corners and joints, a lining would be provided which would be impervious to water and gurry. The metal could be more readily cleaned than wood and would provide a more sanitary surface.

Trim Your Lines with These Best of Hooks Skipper!

These fine Norwegian fish hooks have the sharpness to penetrate the toughest mouths and the strength to hold almost any size of fish. Ask your fishing supplies dealer to show you



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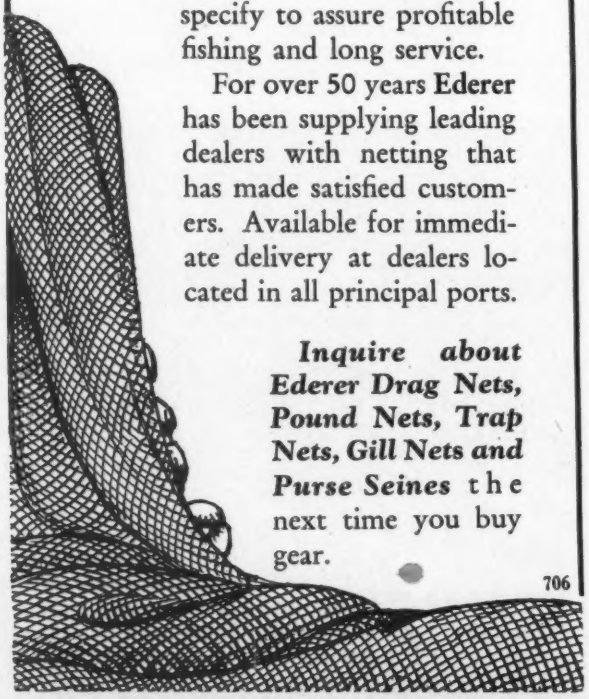

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New Bedford Shellfish Laws Revised by Committee

New regulations for the taking of shellfish in New Bedford waters, as drawn up by the City Council Shellfish Committee, have been tentatively approved with one exception by the Division of Marine Fisheries of the Massachusetts Department of Conservation. The Division said provision must be included in the regulations for allowing inhabitants of the City to take a specified quantity of shellfish from a designated area for their own family use.

The Council Committee has voted to insert in the regulations a provision that scallop drags cannot exceed 36″ in length. Heretofore, scallop drags have been up to 6′ in length.

The new regulations are to replace outmoded rules that have been in force for a number of years. Once the regulations have been approved, the Committee plans to request the Mayor to appoint a shellfish warden.

"Fairhaven" High-Line Scalloper

A total of 141,005 gallons of scallops were landed in New Bedford during August, which was 12,395 gallons less than in July. Seventy-eight scallopers were on the grounds and made 158 trips. The *Fairhaven* was high-liner, with 3,200 gallons; the *Camden, Elizabeth N.* and *Marlene and Marie* tied for second place with 3,050, followed by *Bobby and Harvey* with 3,040.

Lobstermen were getting 40 to 50c a pound for their catches early in September. The shellfish are scarce, and there is a big demand for them.

"Viking" Sinks, "Shannon" Runs Aground

The 104′ New Bedford dragger *Viking* sank August 15, within a few minutes after colliding with the steel trawler *Bonnie* of Boston, 180 miles off Highland Light. Capt. James Robinson of Fairhaven and his crew of nine men were saved by the *Bonnie*. The 31-year-old *Viking* was owned by the Standard Fish Co. of Boston, and was valued at $100,000. She was carrying scallops valued at $1,500 at the time of the collision.

The New Bedford scalloper *Shannon* was freed from Red Rock Ledge off Woods Hole August 21 by the draggers *Sonny and Joyce*, Capt. Edmund Avila, and *Francis J. Manta*, Capt. Harold Jansen, and has been at D. N. Kelley and Son, Fairhaven, for repairs. The vessel, owned by Ernest J. Flood of New Bedford and Brooklyn, N. Y., was aground for 34 hours and sustained damage to her propeller and keel shoe, as well as the loss of her oscillator and housing for depth-finding gear.

Capts. Avila and Jansen of the rescue vessels approached the *Shannon* at high tide to effect the freeing operation, and were aided by Capt. Edward O. Sanchez of New Bedford, who directed the job from a small boat. Capt. Tage Pedersen and crew of eight stayed aboard the *Shannon* during the operation.

"Yankee" Repowered at Hathaway's

Hathaway Machinery Co., Fairhaven, is installing a new Cooper-Bessemer ENB-6, 200 hp., 675 rpm. Diesel with 1.5:1 reverse reduction gear, in Capt. Arthur Duarte's 60′ dragger *Yankee*. The vessel hails from Provincetown.

Cutter "Legare" Resumes Duty

The Coast Guard cutter *Legare*, based in New Bedford, resumed duty in August after a three-month leave for repairs. The sea-going tug *Arundel*, which had stood by for the *Legare* during her absence from New Bedford, left this month for Boston where she will undergo her annual 30-day overhaul.

O'Neil Named to NFI Committee

Edmund O'Neil, business agent of the Seafood Producers Association of New Bedford, has been appointed to the Legislative Committee of the National Fisheries Institute.

Annual Memorial Service

The annual memorial service for fishermen lost at sea from New Bedford was scheduled to be held September 21. Leo L. Barrett, branch agent of the Atlantic Fishermen's Union (AFL), is general chairman of the ceremony, assisted by Albert Pike, branch delegate, and Edmund O'Neil.

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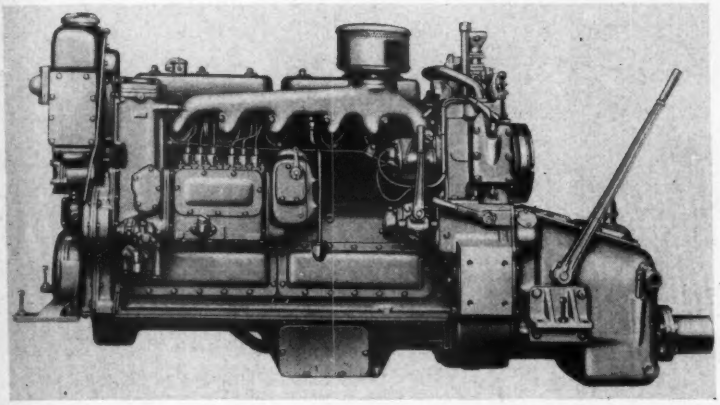
NEW D318 DIESEL



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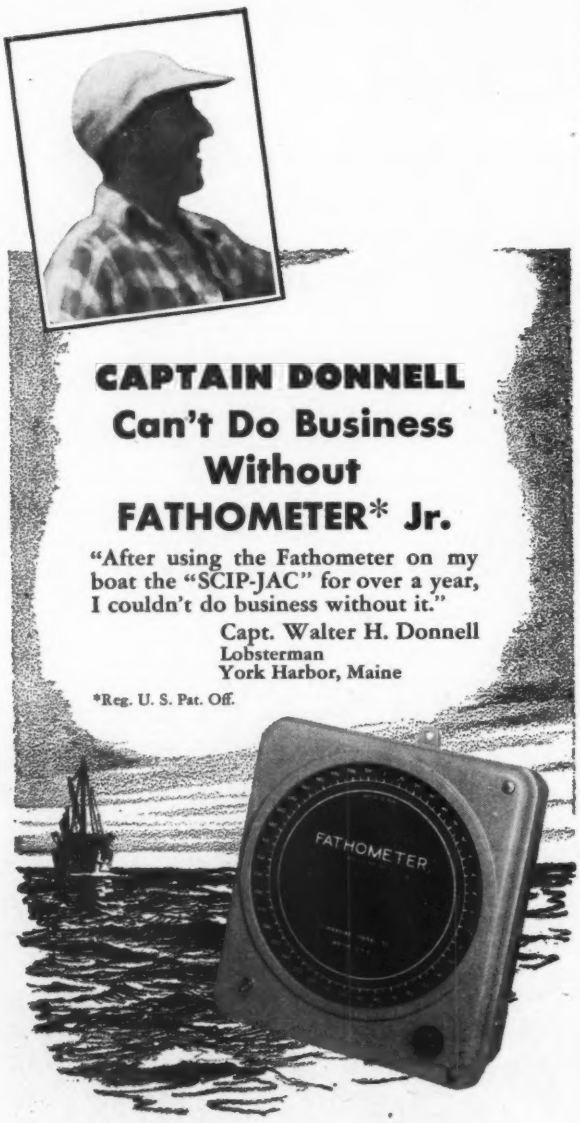
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Long Island Traps Make Good Tuna Catches

The Fire Island traps made good catches of large tuna practically every day in August, and on the 16th the trap boats came in with 32 of the fish ranging from 250 to 700 lbs. in weight. Eleven of the tuna were caught in the traps of the Long Island Fish Co. The largest fish taken by this firm weighed 695 lbs., and several went well over 500 lbs. Tuna usually are not taken in any quantity in the ocean traps after the middle of July.

The offshore pound nets at Sayville took quite a number of bluefish the middle of August. The fish ran from snapper size up to about 4 lbs. Greenport fishermen began harvesting bay scallops on September 1.

Maine Boats Go to Long Island

Three Maine fishing boats have been sold to Long Island owners through the Knox Marine Exchange, Camden, Me. The 77′ dragger *David A.* which ices 100,000 lbs. of fish and was formerly owned by Capt. Carl S. Reed of Owls Head, Me. has been sold to Chester M. Meyer of Orient, N. Y. She was built by Morse Boatbuilding Co., Thomaston, in 1946. The boat is being outfitted for scalloping and will be commanded by Capt. Einar Unander, who recently lost the *Anna O.* in a collision off Nantucket.

The 47′ dragger *Dorothy & Edith*, built in 1944 by Mt. Desert Yacht Yard, Mt. Desert, Me., has been bought by E. L. Sherrill of East Hampton, L. I. She was previously owned by the late Warren Stanley of Southwest Harbor, Me., and carries 30,000 lbs. of fish.

The 33′ lobster boat *Louise*, built this year by Milton Beal, Jonesport, Me., and owned by Bertram McKenzie of Friendship, has been sold to Preston Raynor of Islip, L. I.

Seed Clams Planted

The Brookhaven Town Board of Trustees has planted 350 bushels of seed clams in Great South Bay off East and Center Moriches and in shallow waters off Patchogue and Bellport. Another 75 bushels are to be planted off Mastic.

Dragger "Hiwal" Repowered

The 110′ dragger *Hiwal*, owned by Capt. William Kleb of Amityville and operated out of Greenport, has been rebuilt and repowered by H. W. Sweet Shipyard and Machine Works, Greenport. Her new engine is a Model D38 MR2 Hendy Diesel, turning a 48 x 38 Columbian propeller, and was sold by J. H. Westerbeke Corp., Boston.

Sound Marine Buys Greenport Shipyard

The part of the Greenport Basin & Construction Co. shipyard that is known as Section Two has been sold to Sound Marine Construction Co., which expected to begin operations there during September. The purchasing organization previously has been located in Essex, Conn., and also operated a shipyard in Marshallberg, N. C. All of its principal activities now will be centered at Greenport.

Fishery Council Continues Publicity

Through the cooperation of the Fishery Council, New York City, a story was published recently by the *New York Star* on A Fire Island Trap Trip, which featured 7 pictures of fishing operations at traps of the Sunrise Fish Co., Islip.

The *Herald Tribune's This Week* Sunday magazine section published "Give a Manhattan Clambake", with four pictures taken in the Council test kitchen. The story told how city dwellers can entertain the "Down East" way.

The Council helped to get the oyster season off to an auspicious start the first of this month with broadcasts over three New York radio stations. Council President Frank Wilkisson and Henry Schacht of Schacht Seafoods were interviewed on two different programs, while Ed Holut of Shelter Island Oyster Co. arranged another program that publicized oysters.

Ripped from the WRECK of the Smilyn

. . . Monel Shaft is Still STRAIGHT

"All lives saved; *boat, total wreck.*" And "total wreck" was what you'd have called the Smilyn, New Bedford fishing craft, Edward Sanchez captain, if you'd seen her as she went down on March 10th, last. She had grounded during a heavy snowstorm on barren No Man's Land off Martha's Vineyard.

A few weeks later, Captain Sanchez went out to salvage what he could. "The stern of the Smilyn was pretty well torn apart," he says, "we hoped to save our 165 H.P. Gray motor. I don't know how much power I was using, but our 5-ton chain fall was probably lifting twice the load it should have. There was a mighty rip, and out she came, stern bearing, stuffing box, two-and-a-half inch Monel* shaft and all. As you can see, the Monel shaft is still straight." Apparently it's as good as the day it was put in.

An experience like that shows how strong and tough a Monel propeller shaft really is. No wonder Hathaway Machinery Co., reports Monel is far outselling all other propeller shafting to Hathaway customers among the New Bedford fishermen.

Monel is strong, stiff, resistant to sea water corrosion. Stocks carried by progressive local boatyards include cold drawn sizes up to 4" and forged shafts from 4½" up to 7" x 14' long.

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Monel*

"It's the SEAGOIN' metal"*

*Reg. U.S. Pat. Off.

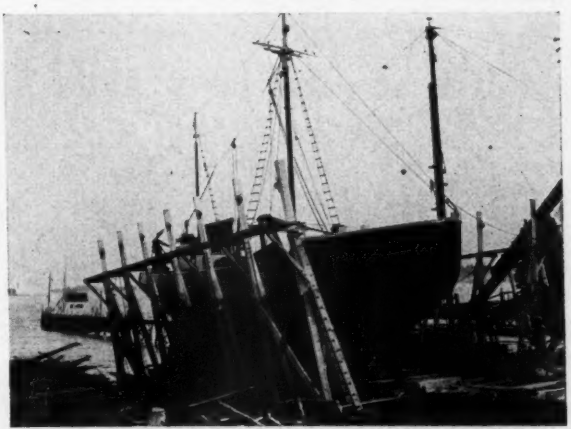
Designing A Heavy-Duty Diesel

(Continued from page 18)

quate valve size for starting the engines, as well as adequate pipe sizes for minimum flow restriction in getting the air to the working cylinders. Generally, the air starting valve is provided in the cylinder head and should be approximately 1/10 the diameter of the working piston. With the cylinder head already full of injection nozzles, intake valves, exhaust valves and relief valves, all of which perform a major and important part in the engine during its operation, the starting air valve is frequently forced to be tucked in some corner and is given the least consideration in the over-all cylinder head design. In spite of the lack of consideration, it must be positive and as free as possible from any influences that may cause it to gum up and stick during normal operation of the engine.

The controls for starting and operating the engine constitute an interesting phase of engine designing. These devices often give vent to the gadgeteering instincts of many designers. The controls must be conveniently located, they must be easy to operate, they must be simple, and they must be attractive. The designer, in developing controls to most efficiently fit them to the engine, must not lose sight of the number 1 requirement, which is that they must perform their function, and must consider all other requirements as enumerated above.

We shall assume now that we have completely designed an engine. A pilot model is built and tests are made. There is an equal amount of design work necessary after the engine has been built as there was in the original conception. It is not always possible to determine from the drafting board the most suitable manner in which parts can be manufactured. The ultimate high degree of perfection of design is achieved when the designer, the shop production personnel, the field servicemen, the Sales Engineers, and, not the least important, several good customer representatives, all get together and present their many ideas as to how the many things and parts should be most efficiently designed to achieve the ultimate end of a satisfactory piece of equipment for the application intended.



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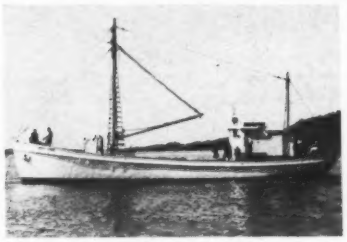
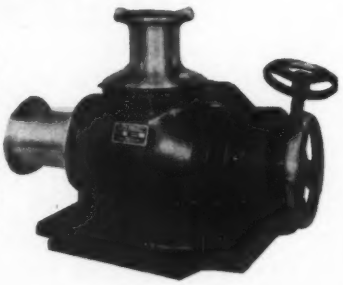


A 3 hp. Ideal electric anchor windlass makes anchor handling easy and speedy on the 83′ "Mary Anne," owned by Holmes Packing Corp., Eastport, Maine. The first refrigerated sardine carrier, this new vessel is up-to-date in every respect, and the Ideal windlass is typical of her fine equipment.

The "HD" series electric anchor windlass is one of the many different types of hoists manufactured by Ideal for the marine trade. This hoist is powered by a 3 hp. electric motor and can be had in a variety of arrangements of wildcats and gypsies.



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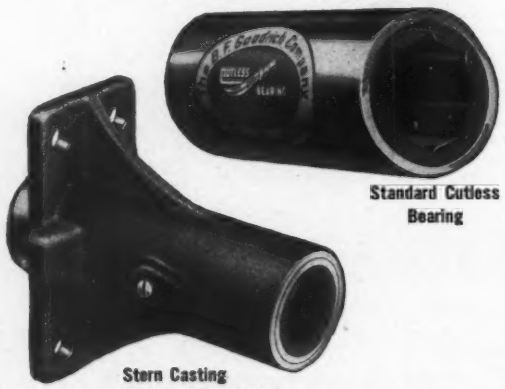

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Gloucester Vessel Owners Seek Federal Subsidy

At a conference held at Gloucester August 12 with officials of the Fish & Wildlife Service, Manuel P. Domingos, Jr., president of the Gloucester Fishing Vessel Owners' Association, asked the Government officials to urge favorable legislation on the matter of a closed season on the catching of redfish during the spawning season, from July 1 to August 15. He also requested that the price of redfish be established at $4.10 per 100 lbs. in the Summer months and from $5.10 to $5.20 per 100 lbs. during the Winter months, and that efforts be made to secure a Government subsidy for fishing vessel owners.

He cited favorable action on those three matters as imperative to help relieve vessel owners of their present financial dilemma, and expressed the opinion that the Service should conduct a survey to gather the facts necessary to convince Congress of the seriousness of the situation.

Domingos stated that action toward getting relief from the situation became necessary when dealers began to pay only 3c a pound for redfish this year. He maintained that operating costs have advanced 42% since the OPA price ceiling went off redfish, and said that the boats now have to go far to the eastward to get fish.

Swordfish, Mackerel and Redfish

Setting the season's record for swordfish catches, the Gloucester fishing vessel *Evelina M. Goulart*, Capt. Manuel Carise, landed 179 of the big fish at Boston August 19. The stock totalled $13,000, and each of the 10 in the crew received $800 for their two weeks' work.

The *Governor Al Smith*, which brought in 129 swordfish the same day after a trip of three weeks, stocked $11,000. Each of the 11 crewmen got $700.

Mackerel fares were large early in August, with trips of 80,000 lbs. common. The fish were good-sized, some weighing up to 5 lbs. each.

The 115′ dragger *Mother Ann*, owned by Gorton-Pew and commanded by Capt. Albert Williams, is said to have established a redfish-catch record for a Gloucester-owned vessel last month when she weighed out 275,000 lbs. In three trips for the month, she landed nearly 800,000 lbs.

The dragger *St. Nicholas*, Capt. Salvatore Parisi, caught an 8-pound redfish on a recent trip to the Gully. The fish was believed to be one of the largest of that species ever taken.

"Bettina" Joins Redfish Fleet

The dragger *Bettina*, which has been scalloping out of Boston, has joined the Gloucester redfish fleet under command of Capt. Billy Shields.

Capt. Morton Selig has been made skipper of the *Pan Trades Andros*, while the seiner *Jean and Patricia*, which has been skippered by owner Lemuel Firth, is now commanded by Capt. Tom Meagher.

New Battery Installations

The dragger *Pilgrim*, owned by Capt. Ben Pine and skippered by Capt. Lemuel Barnes, is being equipped with a new set of 110-volt Surrette batteries.

Gorton-Pew's *Pollyanna*, now skippered by Capt. Archie MacLeod, is getting 2 sets of 32-volt Surrette batteries, and Capt. Kale Tysver's *Enterprise* has a new 30-volt Surrette set for starting her recently installed 171 hp. Buda Diesel and a 32-volt set for lighting.

Gaspar and Pinho Buy "Fairhaven"

The 115′ dragger *Fairhaven* has been purchased by Capt. Joaquim Gaspar and Manuel Pinho of Gloucester who will be her skipper and mate respectively. The vessel was being fitted for redfishing out of Gloucester at Beacon Marine Basin early this month. She has a wooden hull and steel superstructure, and is powered with a 450 hp. Fairbanks-Morse Diesel.

Built at Essex in 1928, the *Fairhaven* was originally the *Marietta B.* of Boston, later becoming the *Cambridge* of the Usen Trawling Co. The dragger had been inactive for some time and was tied up at the Atlantic Works in East Boston. More recently she was taken over by New Bedford interests but was not used by them.

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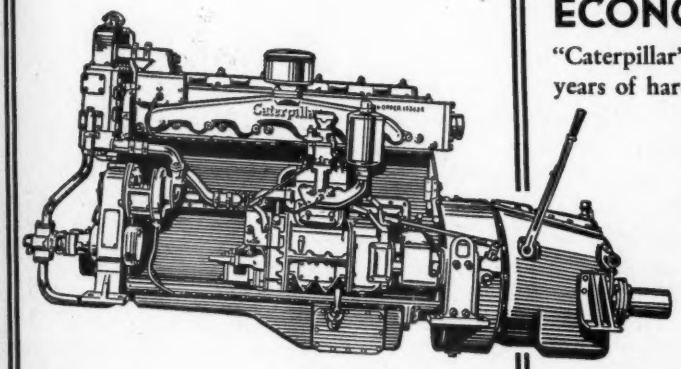
Diesel Marine Engines



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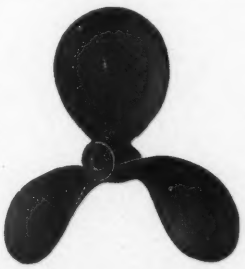

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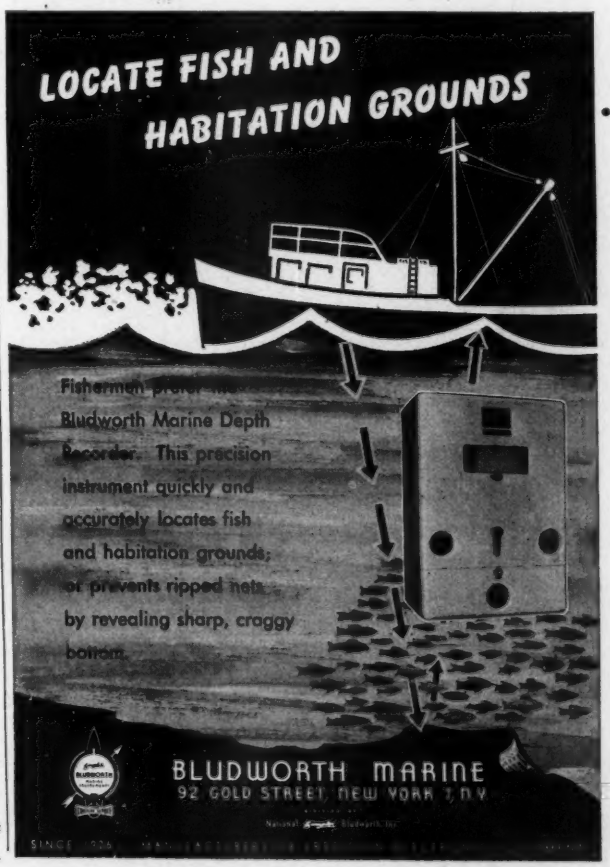
HYDE WINDLASS COMPANY, Bath, Maine


LOCATE FISH AND HABITATION GROUNDS
Fishermen prefer the Bludworth Marine Depth Recorder. This precision instrument quickly and accurately locates fish and habitation grounds; or prevents ripped nets by revealing sharp, craggy bottom.
BLUDWORTH MARINE
92 GOLD STREET, NEW YORK 7, N.Y.

Fish Landings for Month of August

(Hailing fares. Figure after name indicates number of trips.)

PORTLAND

Alice M. Doughty (3)	203,000	Jeanne D'Arc (1)	65,000
Althea (1)	59,000	Lawson (3)	255,000
Andarte (4)	328,000	Machonoch (1)	5,000
Annie (1)	1,000	Mary & Helen (9)	83,000
Annie Louise (6)	62,000	Mary S. (3)	17,500
Cara Cara (3)	202,000	Nora D. Sawyer (7)	146,000
Carolyn & Priscilla (2)	153,000	Notre Dame (3)	173,000
Chanco (2)	205,000	Onward (1)	10,000
Cherokee (4)	282,000	Onward III (1)	8,000
Courier (4)	276,000	Phyllis & Mary (1)	17,000
Crescent (5)	44,000	Powhatan (2)	155,000
Elinor & Jean (4)	94,000	Resolute (4)	156,000
Ethelina (4)	197,000	St. Michale (11)	98,000
Evzone (6)	296,000	Vagabond (4)	278,000
Fannie Belle (4)	23,000	Vandal (4)	322,700
Grace E. (1)	14,000	Victoria (1)	14,000
Jack & Andy (10)	60,000	Willard Daggett (4)	55,000

GLOUCESTER

Agnes & Marjorie (1)	13,000	Jennie & Lucia (2)	185,000
Agnes & Myrnie (4)	61,000	Johnny Baby (4)	42,000
Alden (2)	118,000	Jorgina Silveira (2)	142,000
Aliburton (1)	11,000	Josephine & Margaret (3)	128,000
Alice Ann (1)	85,000	Joseph & Lucia (3)	453,000
Alvan T. Fuller (3)	293,000	Joseph S. Mattos (3)	235,500
America (2)	80,000	Josie II (7)	86,000
American Eagle (1)	54,000	Julie Ann (2)	385,000
Angie & Florence (2)	61,000	Killarney (2)	360,000
Anna Guarino (2)	34,000	Kingfisher (2)	240,000
Annie (6)	81,000	Kurta (1)	8,000
Annie & Bessie (1)	11,000	Lady of Good Voyage (3)	325,000
Annie II (3)	36,000	Leretha (2)	210,000
Anthony & Josephine (10)	139,000	Lucretia (5)	59,000
Ariel (6)	76,000	Madame X (7)	87,000
Atlantic (3)	232,000	Madonna (3)	127,000
Austin W. (3)	135,000	Malolo (3)	230,000
Ave Maria (3)	277,000	Manuel F. Roderick (2)	175,500
Babe Sears (2)	167,000	Manuel P. Domingos (3)	283,000
Baby Rose (3)	347,000	Margaret & Marie (6)	51,000
Barbara C. (6)	77,000	Margie & Roy (7)	67,500
Beatrice & Rose (4)	161,000	Maria Immaculata (5)	56,000
Benjamin C. (3)	580,000	Marietta & Mary (1)	5,000
Bernie & Bessie (4)	33,500	Marie & Winifred (3)	127,000
Bethulia (3)	89,000	Marion & Alice (2)	210,000
Bobby & Jack (3)	240,000	Maris Stella (2)	265,000
Bonaventure (2)	355,000	Mary (6)	85,000
California (3)	147,000	Mary E. (5)	44,000
Callista D. Morrill (1)	5,000	Mary F. Curtis (2)	315,000
Capt. Drum (1)	68,000	Mary & Josephine (3)	595,000
Carlo & Vince (2)	105,000	Mary Rose (1)	87,000
Carol Ann (3)	390,000	Mary W. (1)	60,000
Caroline & Mary (2)	298,000	Michael G. (1)	5,000
Carolyn & Priscilla (1)	92,000	Mocking Bird (3)	298,000
Caspian (2)	142,000	Mother Ann (3)	771,000
Catherine Amirault (2)	420,000	Nancy F. (3)	129,500
C. M. Fauci, Jr. (2)	376,900	Naomi Bruce III (1)	6,000
Chebeague (1)	46,000	Natale III (2)	109,000
Clipper (1)	141,000	No More (8)	108,000
Columbia (3)	578,000	North Sea (2)	117,000
Conquest (2)	295,000	North Star (4)	146,000
Corinthian (3)	618,000	Novelty (6)	55,000
Curlew (2)	330,000	Pam Ann (1)	130,000
Dale (4)	34,000	Pan Trades Andros (2)	450,000
Dartmouth (1)	71,000	Paul Howard (3)	365,000
Dolphin (Glou.) (2)	237,000	Pauline M. Boland (3)	220,000
Dolphin (South) (3)	347,000	Peggy Belle (3)	21,000
Doris F. Amero (3)	200,000	Philip & Grace (3)	375,000
Edith L. Boudreau (1)	115,000	Phyllis & Mary (2)	79,000
Eleanor (3)	80,000	Pilgrim (1)	55,000
Ellen D. (1)	1,000	P. K. Hunt (3)	348,000
Ellen & Jean (2)	22,000	Pollyanna (2)	190,000
Emily Brown (3)	566,000	Portsmouth (1)	91,000
Emma Marie (1)	10,000	Portugal (2)	123,000
Ethel V. Stowman (2)	99,000	Positive (2)	263,000
Eva G. Clark (1)	1,000	Priscilla (4)	42,000
Evelyn (1)	10,000	Providenza (1)	10,000
Evelyn A. (4)	41,000	Puritan (3)	358,000
Falcon (4)	58,000	Randolyn (3)	194,500
Felicia (2)	400,000	Raymonde (1)	105,000
Florence & Lee (2)	420,000	Redskin (1)	100,000
Flow (1)	192,000	R. Eugene Ashley (3)	211,000
Frances R. (2)	43,000	Rita B. (3)	260,000
Frankie & Rose (2)	118,000	Roma II (1)	4,000
Gaetano S. (2)	235,000	Ronald & Mary Jane (2)	279,000
Gertrude E. (6)	64,000	Rose and Lucy (4)	207,000
Gloucester (5)	330,000	Rosemarie (2)	115,000
G. N. Soffron (2)	104,000	Rosie C. (4)	41,000
Golden Eagle (2)	255,000	Rosie & Gracie (3)	192,000
Helen M. (2)	155,000	Sacred Heart (2)	24,000
Hilda Garston (3)	660,000	St. Anthony (3)	224,500
Holy Family (1)	140,000	St. Christopher (1)	165,000
Ida & Joseph (5)	285,000	St. Joseph (3)	118,000
Immaculate Conception (3)	119,000	St. Nicholas (2)	364,000
Irma Virginia (9)	108,000	St. Peter II (2)	298,000
Jackie B. (2)	40,000	St. Providenza (8)	118,000
Jackson & Arthur (7)	98,000	St. Rosalie (3)	120,000
Jane Carolyn (2)	95,000	St. Victoria (2)	207,000
J. B. Junior (3)	55,000	Salvatore (3)	213,000
Jean & Patricia (3)	124,000	Salvatore & Grace (3)	177,000
Jennie & Julia (4)	97,000	Santa Maria (4)	144,000
Santo Antonino (4)	242,000	Sylvester F. Whalen (2)	365,000
Sarah J. (1)	82,000	The Albatross (1)	155,000
Sea Hawk (3)	257,000	Theresa M. Boudreau (2)	318,000
Sea King (3)	198,000	Thos. J. Carroll (3)	283,000
Sea Queen (3)	223,000	Three Sisters (3)	165,000
Sebastiana C. (1)	47,000	Tina B. (2)	146,000
Sebastiano & Figli (1)	5,000	Trimembral (8)	110,000
Serafina N. (3)	164,000	V-E Day (3)	670,000
Serafina II (2)	81,000	Viking (2)	17,000
Silver Bay (2)	300,000	Waverly (1)	16,500
Skilligolee (2)	100,500	We Three (6)	95,000
South Sea (3)	186,000	Whitestone (3)	199,000
Sunlight (2)	393,000	Wind (3)	379,000
Superior (1)	85,000	Yankee (3)	128,000

Swordfish Landings (Number of Fish)

Carol Ann (1)	1	Tina B. (1)	1
Raymonde (1)	8		

NEW BEDFORD

Adventurer (3)	97,300	Johnny Boy (5)	63,800
Alice May (3)	9,500	Josephine & Mary (2)	73,500
Alva (1)	2,500	June Bride (4)	89,400
Anna (1)	11,800	Junojaes (3)	213,500
Annabelle R. (3)	43,500	Kelbarsam (3)	56,700
Anna C. Perry (6)	89,500	Kristine M. (2)	33,700
Annie Louise (5)	70,500	Lera G. (3)	51,100
Ann & Marie (2)	10,700	Lt. Thomas Minor (3)	21,400
Automatic (2)	6,100	Little Lady (1)	2,000
Avocet (1)	9,200	Lois (1)	600
Baby Doll (2)	7,700	Louise (2)	144,400
Barracuda (3)	40,500	Madeline (3)	29,600
Bernice (1)	5,500	Maria Julia (5)	68,500
Bernie & Bessie (1)	1,100	Mary Ann (4)	78,800
Brother Joe (2)	22,500	Mary Ann II (4)	25,400
Cape Cod (5)	69,100	Mary J. Hayes (3)	189,600
Capt. Deebold (4)	94,900	Mary & Joan (3)	153,000
Capt. Mel (3)	27,600	Mayflower (2)	9,600
Carl Henry (3)	138,000	Minnie V. (4)	45,600
Carol & Dennis (1)	2,200	Mishaum (4)	28,500
Carol Jane (1)	76,900	Molly & Jane (4)	99,700
Carolyn & Gary (3)	23,500	Nellie (1)	4,500
Catherine T. (3)	151,200	New England (3)	31,700
Charles E. Beckman (5)	101,600	Noah A. (1)	2,800
Christine M. (1)	30,000	Noreen (3)	170,200
Clifton (2)	6,300	Palmers Island (2)	5,600
Clinton (4)	46,300	Papoose (3)	35,500
Connie F. (1)	40,000	Patsy (3)	20,200
Dauntless (3)	53,000	Pauline H. (3)	165,000
Doris (4)	11,800	Penguin (5)	135,800
Dorothy & Betty (2)	5,300	Petrel (1)	4,400
Driftwood (4)	24,200	Phebe-T (1)	2,000
Ebeneezer (5)	24,400	Phyllis J. (4)	47,500
Edith (4)	37,000	Portugal (2)	13,400
Eleanor May (1)	2,700	Prosperity (3)	22,100
Elva (2)	4,700	Quest (1)	4,500
Elva & Estelle (3)	50,800	Ranger (1)	16,700
Elva L. Beale (3)	27,100	Rita (1)	14,000
Endeavor (2)	2,600	Rosemarie (1)	40,000
Endeavor (N. J.) (1)	30,800	Rosemarie V. (3)	19,600
Etta K. (5)	102,900	Rosie II (2)	29,300
Eugene & Rose (4)	129,200	Russell S. (1)	3,000
Evelyn (1)	11,900	Ruth M. (1)	3,700
Fan & Mary (3)	26,000	St. Anthony (3)	42,300
Fred Henry (3)	9,700	Sandra & Jean (1)	12,000
Gannet (6)	246,300	Sea Fox (5)	54,500
Gladys & Mary (3)	156,700	Serina II (2)	49,200
Grayling (3)	7,500	Shirley & Roland (4)	79,400
Gull (2)	15,800	Sister Alice (3)	14,100
Harmony (2)	11,700	S. M. Murtosa (3)	38,000
Harold (1)	1,200	Solveig J. (3)	183,000
Harvest (3)	3,600	Southern Cross (3)	23,200
Hazel S. (2)	10,800	Stanley B. Butler (4)	268,600
Helen Mae (2)	4,700	Susan R. (3)	32,000
Hope (3)	52,700	Susie O. Carver (4)	37,900
Huntington Sanford (3)	24,800	Teresa & Jean (2)	105,200
Invader (3)	81,900	Three Pals (3)	65,300
Irene (1)	21,000	Trio (2)	13,500
Irene & Walter (1)	4,000	Two Brothers (5)	60,200
Irma Pauline (1)	41,200	Two Brothers (R. I.) (4)	77,900
Ivanhoe (4)	119,600	Victor Johnson (3)	86,800
Jacintha (2)	115,800	Victory II (5)	49,300
Janet Elise (4)	42,900	Viking (3)	158,000
J. Henry Smith (3)	12,800	Viking (Chilmark) (4)	12,700
J. L. Stanley & Son (2)	14,100	Viking (Ct.) (1)	75,000
Joan & Ursula (2)	91,500	Wamsutta (2)	68,800
John G. Murley (1)	78,000	William Chesebrough (1)	10,300

Scallop Landings (Gallons)

Abram H. (1)	1,000	Barbara (3)	2,500
Adele K. (2)	1,730	Barbara M. (3)	2,500
Agda (2)	1,450	Beatrice & Ida (2)	2,025
Alpar (1)	900	Bobby & Harvey (3)	3,040
Anna O. (1)	600	Bright Star (2)	1,700
Annie M. Jackson (1)	850	Camden (3)	3,050
Antonina (2)	1,700	Captain I (2)	1,550
Antonio (1)	1,000	Carol & Estelle (2)	2,000
Arnold (2)	1,300	Catherine & Mary (2)	1,700
Arthur L. (3)	2,950	Charles S. Ashley (2)	2,000

(Continued on page 42)

..one for your money..tuned to go!

THE FAIRBANKS-MORSE MODEL 31 DIESEL

..asks less time in port!

Here's a Marine Diesel that requires minimum servicing after "Stop Engines" — the Diesel that saves maintenance money, that's ready to go when it's time to shove off. Once under way, the Model 31 proves itself to engineer and owner alike by its positive, instant response, its low-cost hauls of heavy loads. To get the whole story of the Model 31, consult your local Fairbanks-Morse Marine Diesel Specialist.

Fairbanks, Morse & Co., Chicago 5, Ill.

The Model 31 Marine Diesel Has New Advantages

2-to-1, Heavy-Duty Reduction Gears Permit use of large, efficient propellers.

More Positive Control . . . Pneumatic finger-tip remote controls to engine, sailing clutches and forward end power take-offs.

More Durable Bearings . . . New bearing material, practically indestructible! Main and connecting rod bearings interchangeable with identical upper and lower halves.

Horsepower Ranges from 175 to 520 horsepower. Available with all required power auxiliaries.

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PACKERS of Crabmeat — Oysters — Herring Fillets
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Michigan Wheels pare costs, produce profits.

August Landings

(Continued from page 40)

Charlotte (1)	200	Mary Ann (2)	2,000
Christina J. (3)	3,000	Mary Canas (2)	1,700
Connecticut (2)	1,850	Mary D'Eon (2)	1,850
Dagny (2)	1,835	Mary J. Landry (1)	1,000
Doris Gertrude (1)	1,000	Mary R. Mullins (2)	2,100
Dorothy & Mary (2)	1,200	Moonlight (2)	2,000
Elizabeth Ann (1)	1,100	Muriel & Russell (2)	1,600
Elizabeth M. (1)	850	New Bedford (2)	1,950
Elizabeth N. (1)	1,100	Newfoundland (2)	1,950
Eunice-Lilian (1)	400	Olive M. Williams (2)	1,950
Fairhaven (3)	3,200	Palestine (2)	2,000
Flamingo (4)	3,950	Pearl Harbor (2)	2,100
Four Sisters (1)	1,000	Pelican (2)	2,150
Francis J. Manta (2)	1,450	Porpoise (2)	2,050
Friendship (3)	2,650	Ramona (2)	1,800
Gay Head (1)	1,000	R. W. Griffin, Jr. (1)	850
Growler (2)	1,900	St. Ann (2)	2,000
Irene & Mabel (2)	1,415	St. Rita (2)	960
Janet & Jean (2)	2,100	Sankaty Head (2)	900
Jerry & Jimmy (2)	2,000	Sea Ranger (2)	1,500
Kingfisher (3)	3,000	Shannon (2)	1,100
Lady Stuart (1)	200	The Friars (3)	3,000
Liboria C. (3)	3,000	Ursula M. Norton (2)	2,200
Linus S. Eldridge (2)	2,200	Venture I (2)	1,700
Louis A. Thebaud (3)	2,300	Viking (1)	700
Lubenray (2)	1,750	Virginia & Joan (2)	1,300
Mabel Mae (1)	800	Whaler (2)	1,600
Malene & Marie (3)	3,050	Wm. D. Eldridge (2)	1,600
Malvina B. (2)	1,900	Wm. H. Killigrew (2)	2,000
Marie & Katherine (2)	1,950	Wm. J. Landry (1)	1,000
Martha E. Murley (2)	1,700		

Swordfish Landings (Number of Fish)

Agda (1)	4	Irene & Walter (1)	1
Annie M. Jackson (1)	1	J. Henry Smith (3)	4
Ann & Marie (1)	1	J. L. Stanley & Son (1)	1
Barracuda (1)	3	Linus S. Eldridge (1)	1
Bozo (3)	12	Magellan (2)	7
Capt. Deebold (1)	1	Martha E. Murley (1)	2
Capt. Mel (1)	2	Nellie (1)	1
Christina J. (1)	1	Patsy (1)	1
Clara T. (2)	9	Rose Jarvis (4)	36
Clifton (1)	8	Ruth M. (1)	1
Fannie Parnell (3)	31	Santina (4)	33
Gertrude D. (1)	89	Sonny & Joyce (4)	23
Grayling (3)	13	Southern Cross (1)	1
Helen May (1)	1	The Friars (1)	1
Huntington Sanford (1)	1	Turtle (3)	8
Idlewild (1)	5	Winifred M. (2)	137
Idlewild II (3)	13		

NEW YORK

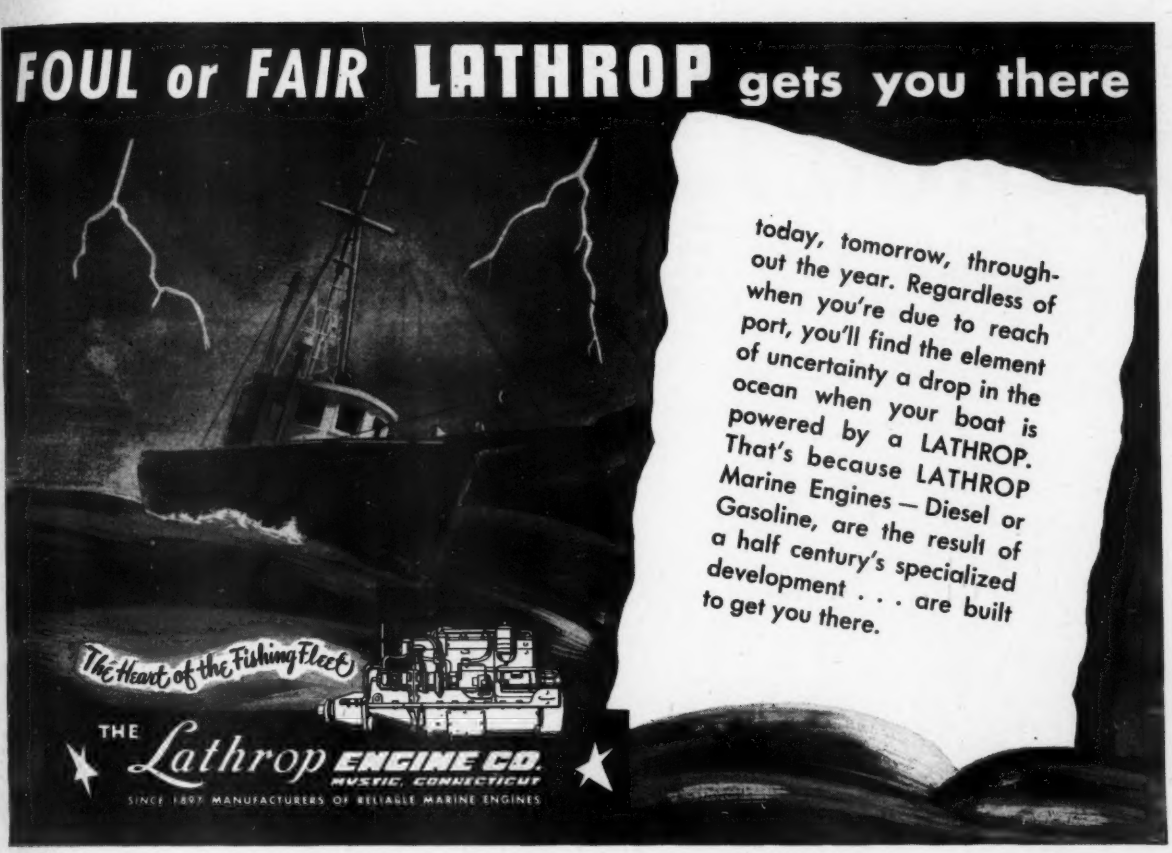
Amelia (1)	200	Rosalie F. (1)	400
Catherine C. (1)	3,500	S #31 (1)	3,500
Felicia (1)	41,000	Teresa & Jean (1)	88,000
Irma Pauline (1)	16,600	Venture (1)	700
Katie D. (2)	118,000	Victoria (1)	500
Mary (1)	4,000	Virginia (1)	67,500
Mary Ellen (1)	25,000	Wm. D. Mangold (1)	1,300
Rainbow (1)	400		

Scallop Landings (Gallons)

Amelia (3)	2,680	Mary (1)	800
Antonina (2)	1,050	Mary Ellen (3)	2,100
Buzz & Billy (1)	1,000	Midway (1)	600
Catherine C. (2)	1,800	New Dawn (3)	2,800
Charlotte M. (1)	550	Norland (3)	1,550
Choctaw (1)	325	Norseman (2)	1,950
Content (2)	1,200	Peerless (3)	1,800
Falcon (2)	1,400	Rainbow (1)	900
Florence B. (1)	1,000	Richard Lance (3)	1,950
Friendship (3)	2,275	Rockaway Belle (2)	800
Gloria F. (3)	2,900	Rosalie F. (2)	1,900
Gud Kay (2)	1,500	S #31 (3)	2,575
Hazel S. (2)	850	Sunapee (3)	2,400
Julia K. (2)	1,175	Venture (2)	1,500
Lady Gambler (1)	800	Victoria (3)	1,800
Major J. Casey (1)	975	Whaling City (1)	900
Maridor (2)	1,800	Wm. D. Mangold (2)	1,450

BOSTON

Acme (6)	99,000	Cigar Joe (1)	41,700
Addie Mae (6)	96,400	Cormorant (3)	264,900
Adventure (2)	161,700	Crest (3)	231,000
Agatha & Patricia (3)	128,600	Delaware (3)	280,200
Albatross (1)	43,300	Diana C. (3)	93,500
Alden (2)	166,000	Dorchester (2)	97,000
Alphonso (6)	77,400	Drift (2)	148,500
Annie & Josie (7)	101,300	Eddie & Lulu M. (5)	57,500
Arlington (3)	309,200	Elizabeth B. (3)	280,600
Atlantic (3)	149,200	Esther M. (1)	52,800
Ave Maria (6)	78,700	Estrela (2)	197,900
Bay (2)	165,000	Ethel (5)	51,600
Billow (3)	228,700	Eva M. Martin (5)	59,800
Bonnie (3)	302,000	Eva II (1)	15,000
Breaker (4)	383,100	Famiglia (4)	124,100
Breeze (2)	149,200	Fanny F. Hickey (6)	90,600
California (2)	87,000	Flow (2)	430,500
Calm (3)	312,900	Flying Cloud (3)	350,100
Cambridge (2)	222,000	4-A-608 (5)	10,200
Carmela Maria (Dragger) (4)	84,500	4-C-887 (7)	31,800
Carmela Maria (L. Tr'ler) (8)	45,500	4-E-885 (1)	5,200
Carole June (1)	75,000	4-G-320 (1)	3,300
Catherine B. (Dragger) (4)	199,900	4-G-370 (3)	22,500
Catherine B. (L. Tr'ler) (7)	48,700	4-H-823 (6)	47,700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SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

Francesca (6)	49,500	Quincy (3)	222,200
Geraldine & Phyllis (2)	139,500	Racer (3)	297,500
Helen M. (1)	25,000	Red Jacket (3)	322,400
Immaculate Conception (1)	41,100	Richard J. Nunan (4)	125,300
Jackie B. (2)	120,000	Robert & Edwin (6)	80,900
J. B. Junior (3)	200,200	Roma (4)	50,100
J. B. Junior II (5)	49,400	Rosalie D. Morse (3)	188,300
Joe D'Ambrosio (5)	67,300	Rose & Lucy (1)	33,000
Josephine (5)	41,300	Rosie (7)	104,700
Josephine Ess (3)	245,100	Rush (2)	197,000
Josephine F. (5)	28,200	St. Anna (4)	22,400
Josephine P. II (4)	154,600	St. Francis (4)	68,500
Josie M. (2)	31,000	St. Joseph (Dragger) (1)	50,000
Lark (3)	267,500	St. Joseph (L. Tr'ler) (3)	16,200
Leonarda (6)	72,900	St. Michael Angelo (5)	41,200
Leonard & Nancy (3)	150,000	Salvator (3)	46,500
Little Nancy (5)	169,700	San Antonio (3)	20,600
Lorine III (2)	73,900	San Calogero (7)	123,200
Lucky Star (3)	252,500	Santa Lucia (2)	24,400
Lynn (4)	253,100	Santa Rita (2)	6,400
Maine (1)	102,000	Santina D. (2)	51,900
Margee & Pat II (3)	292,700	Santo Antonino (1)	28,000
Maria del Soccorsa (6)	75,500	Sarah M. (1)	1,300
Maria Guiseppe (7)	45,500	Savoia (7)	45,500
Marietta & Mary (1)	27,500	Sea Fox (1)	21,200
Marjorie (2)	120,000	Sebastiano & Figli (4)	64,500
Marjorie Parker (3)	108,500	Serafina N. (1)	11,000
Marsala (3)	64,900	Six Brothers II (7)	46,700
Mary & Jennie (6)	85,200	Squall (1)	45,300
Mary W. (1)	33,000	Storm (3)	285,700
M. C. Ballard (4)	286,200	Surge (3)	254,600
Michael G. (5)	62,700	Swell (3)	385,900
Nancy B. (4)	138,400	Texas (3)	189,300
Natale III (1)	76,000	Theresa R. (3)	84,300
Neptune (2)	72,500	Thomas D. (4)	181,000
North Star (1)	30,000	Thomas Whalen (3)	221,500
Nova Antonio (3)	22,100	Tide (2)	140,700
Ocean (3)	229,300	Triton (3)	194,700
Ohio (3)	182,800	Two Pals (5)	54,800
Olympia (3)	101,000	Uncle Guy (3)	104,000
Olympia La Rosa (4)	213,900	Venture II (3)	153,200
Paolina (5)	23,200	Wave (1)	93,200
Phantom (3)	213,100	Weymouth (3)	176,700
Pioneer (4)	58,000	Wm. J. O'Brien (3)	262,000
Plymouth (3)	208,100	Winchester (3)	289,100
Princess (6)	96,400	Winthrop (3)	176,700

Scallop Landings (Gallons)

Antonio (1)	900	Lillian B. (1)	100
Charlotte M. (2)	925		

Swordfish Landings (Number of Fish)

B. Estelle Burke (1)	123	Magellan (2)	177
Evelina M. Goulart (1)	179	Mary W. (1)	47
Evelyn G. Sears (1)	66	Olivia Brown (1)	69
Gov. Al Smith (1)	129		

YOU GET ALL 4 IN A LIGHTWEIGHT

Northill ANCHOR

1 INSTANT BITE-IN
2 DEPENDABLE HOLDING POWER
3 EASY TO BREAK OUT
4 UP TO 85% LESS WEIGHT

Scientific design is the answer! A Northill Anchor goes to work at the first pull on the anchor line and buries itself within five feet. It will break out with a light vertical pull because it can't dig deeper than the upper fluke. You get 5 times the holding power of ordinary anchors. Available in sizes from 6 to 105 lbs. for boats up to 80 feet. Folds for stowage. Get a Northill Anchor for reliable holding power because *it's tops on the bottom!*

NORTHILL SMALL BOAT ANCHOR
Weighs less than 3 lbs. Only 12" long. Will hold any boat up to 12' in length. Amazingly low priced at about $4.85.

NORTHILL COMPANY, INC.
Los Angeles 45, California
Subsidiary of The Garrett Corp.

designed by Northill

Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Socony-Vacuum Marine Maps Available

Socony-Vacuum Oil Co., Inc., is distributing cruising guides through its Mobilgas-Mobiloil marine dealers and its marine sales department at 26 Broadway, New York 4, N. Y.

Covering the coastal and inland waters of the United States, the guides include maps showing the locations of light houses, buoys and Coast Guard stations. The coastline is depicted in detail and true compass course and distance between harbors is given.

Guides No. 5 and No. 10, covering New York waterways and the Great Lakes, are the latest to be issued. The Atlantic Coast is covered in Numbers 1, 2, 3 and 4, while the Gulf of Mexico is covered in 4 and 6.

Caterpillar to Build Larger Diesels

Four new Caterpillar Diesel engines, each with a bore and stroke of 5¾″ x 8″ and full load speed range of 800 to 1200 rpm., are scheduled for volume production before the first of the year. Of eight-cylinder and 12-cylinder design with a 60° "V" arrangement, the engines will range up to a maximum rating of 500 hp.

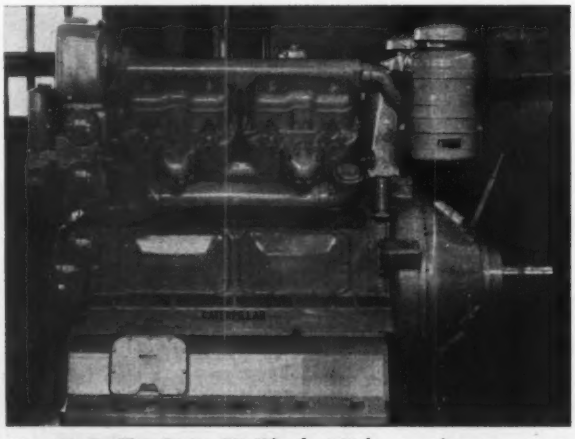
To be available as electric sets and completely marined engines augmenting the present line of six models, the new engines will include: the D397, a V12 with blower, developing a continuous output of 400 hp.; the D386, a V12 with a continuous output of 320 hp.; the D375, a V8 with blower, developing a continuous output of 268 hp.; the D364, a V8 with a continuous output of 214 hp. All four engines will permit 100% power take-off at either end and parts will be interchangeable between engines of like number of cylinders. Lubrication, fuel injection, cooling and starting systems will be similar in the four engines, as will all major parts.

The lubrication system is to feature full pressure gear-type pumps and an extra large oil sump with replaceable by-pass oil filter elements. The full flow of oil to the engine will pass through metal edge-type strainers. A water cooled oil cooler is to be standard.

A gear-type transfer pump will supply fuel through replaceable absorbent filters to the individual fuel injection pumps with the fuel delivered under pressure to the capsule-type single orifice fuel injection valves.

A built-in, gear-driven centrifugal-type pump will circulate the coolant. Thermostatic water temperature control with an expansion tank is to be standard with connections for use with the heat exchanger and separate outside cooling facilities.

The crankshaft will be of high carbon steel, drop forged with hardened journals. High carbon steel connecting rods, drop forged and heat treated are to be provided with main bearings and crank pin bearings of solid aluminum alloy, precision type and piston pin bushings will be of precision bored bronze. Pistons are to be aluminum alloy of trunk-type design while hollow, full floating piston pins, three compression rings and two oil rings will be provided.

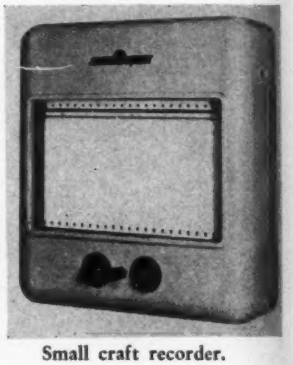


New Caterpillar D375, V8 Diesel—268 hp. continuous output.

Specifications call for removable, wet type, hardened, alloy cast iron cylinder liners chemically treated for break in. The cylinder head is to be of the water director type, alloy cast iron with removable precombustion chambers. Valves are to be the in-head type, one intake and one exhaust per cylinder. The cylinder block and crankcase will be of alloy iron, strongly reinforced.

Submarine Signal Small Craft Recorder

A new "straightline" recorder for small craft has been perfected and is now in production by Submarine Signal Co., 160 Washington St., N. Boston, Mass.



Small craft recorder.

This instrument is claimed to give a true and undistorted horizontal graph of the bottom contour within a depth range of 100 fathoms. It also discloses schools of fish and records their depth under the hull.

The entire equipment consists of a single control unit and one transducer to be mounted on the keel. All sounding and recording mechanisms are housed in one compact unit 15½″ x 14½″ x 5⅞″. A large chart window (12″ x 7″) permits one hour's recording to be viewed at a single glance, and the chart speed is 12″ per hour or 72 hours per roll of paper. For certain fishing operations, chart speeds of 18″ and 24″ per hour are available. It requires less than a minute for an experienced operator to change charts.

The transducer, which acts both as a transmitter and receiver, is mounted in a rugged, compact, stainless steel housing for quick and easy installation.

The recorder operates on 110 volts AC or on 6, 12, 32 or 110 volts DC with vibrator packs supplied as specified. There is a single control for power and sensitivity, an illumination control and a "fix" marker button which enables the operator to place an index line on the chart for establishing a time or position reference.

Twin Disc Issues Anniversary Magazine

The "30th Anniversary Issue" of *Production Road*, a 40-page magazine published by Twin Disc Clutch Co., commemorates the Company's founding with an informal survey of power and its transmission through the years.

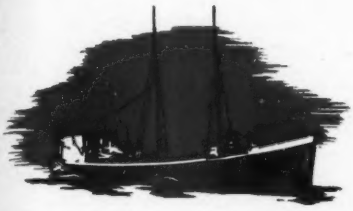
Pictures of leading American manufacturers' powered equipment then and now are featured. "From Adam to Atom," an illustrated essay, traces the history of power transmission from prehistoric times to the present day. Copies may be obtained by writing the Company at Racine Wisc.

Cummins Bulletin Describes Fuel System

Two new bulletins, released by Cummins Engine Co., Inc., Columbus, Ind., describe the design and facilities for servicing Cummins Diesel engines.

"The Exclusive Cummins Fuel System", bulletin 5275, is a non-technical description of the system of fuel delivery and injection used in Cummins Diesels. It compares fuel systems in common use in Diesel engines, points out how the exclusive

(Continued on page 46)



First Choice

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Main Generators

Auxiliary Generators

Trawl Winch Generators

Fish Hoist Motors

Pump Motors

Trawl Winch Motors

SINCE 1889

Imperial

MORE trawlers and draggers in the Atlantic fleet use Imperial marine motors and generators for dependable electric power than any other make. Imperial's rigid material and engineering standards plus almost sixty years of specialized motor-generator manufacturing experience is your assurance of equally satisfactory service. Write us about your needs.

THE Imperial ELECTRIC CO.

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MUSTAD HOOKS
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Leads, bottle corks . . .
Get them all at Augur's

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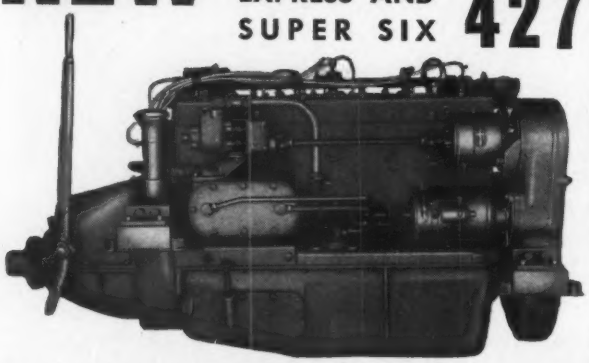
NEW GRAY MARINE EXPRESS AND SUPER SIX 427



To Handle Bigger Loads

EXPRESS STYLE—150 H. P.
SUPER SIX—170 H. P.

There's nothing "muscle bound" about these new engines—strictly modern—built around a husky 2 7-8 inch crankshaft — and only slightly more than four feet in length.

We recommend these 427 Cubic Inch Engines as replacements for older sixes and eights in fishing boats, work boats and fast commuters. Ask your boat builder or write for address of Gray Distributor near you.

GRAY

Features YOU'LL LIKE

Individual Porting — for smoothness and extra power.
Full Length Water Jacketing all around every cylinder.
2⅞" Counter-balanced Crankshaft.
7 Main Bearings.
Plate Type Oil Cooler.
Sea Water Pump with Neoprene Impeller, Steel Driving Gears.
Heavy Duty Double Coil Valve Springs—an extra spring for each valve.

GRAY MARINE MOTOR CO., DETROIT 7, MICH.

(Continued from page 44)

Cummins fuel system differs from other systems and lists the advantages of the Cummins system in terms of engine performance.

"Dependable Service for Dependable Diesels" is a large wall map showing the location of Cummins sales, service and parts facilities throughout the world. The bulletin, No. 6202-3, lists the address, telephone number and service personnel of each of the more than 200 authorized sources of Cummins service.

Kaar Electronic Echo Depth Sounder

The ES-29 depth sounder.

Priced for the small boat, yet engineered to allow ample reserve at 100 fathoms, the new ES-29 electronic echo depth sounder, manufactured by Kaar Engineering Co., Middlefield Road, Palo Alto, Calif., soon will be available.

Among the features claimed for this depth-sounder are its simplicity of design, (there are only two units to install); long indicator scale (approximately 30" in circumference) which is calibrated to 100 fathoms, yet has broad reserve in that indicator can show substantially greater depths; internal power supply; and extremely low power drain of approximately 30 watts.

The ES-29 is designed for input of 6, 12, 32 and 110 volts D.C. Control unit is housed in an attractive grey wrinkle finish cast aluminum case. The unit is operated by just two simple controls, on-off switch and a sensitivity control. Four depth indications per second are registered by a brightly illuminated flashing neon light.

The depth sounder uses a transducer of the inboard crystal type. This single transducer both transmits and receives the ultrasonic sound waves. Mounting requires just one 3⅝" hole.

Kaar also manufactures 20, 50, and 100 watt marine radiotelephones and the Kaar D-24 radio direction finder. A brochure describing the ES-29 may be obtained by writing the manufacturer.

New Wickwire Sound Film Available

A colorful sound film, entitled "Indian Paint", is available for public presentation by Wickwire Spencer Steel Division of Colorado Fuel & Iron Corp., 80 Federal St., Boston, Mass. The pictures, which run for 35 minutes, vividly portray the scenic splendor of the Colorado mountains. The story of Wickwire rope from the time it starts as ore to when it becomes a finished product, is described, making the film both educational and entertaining. By writing the Company, arrangements can be made for showing the film, without obligation, before any group or organization.

Cooper-Bessemer Products Booklet

The Cooper-Bessemer Corp., Mt. Vernon, Ohio and Grove City, Penn., has issued a broadside booklet entitled "Cooper-Bessemer Products." Illustrating and describing the complete line of Cooper-Bessemer products, it gives the engine designations, range of sizes, and design and construction information.

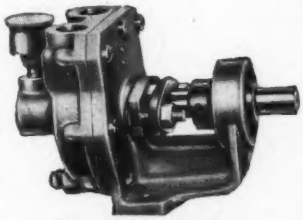
Four-cycle Diesels for marine service include one of V design, the 6, 8, 12 or 16 cylinder Type FV, which is available either supercharged or non-supercharged with ratings of 245 to 1215 hp. at 600 to 1000 rpm. This model has an integrally cast cylinder and head assembly, four-valve heads, individual impulse fuel injection, and oil cooled pistons. All Cooper-Bessemer marine Diesels are designed with precision type main and crankpin bearings, saddle and connecting rods, full pressure lubrication, and built-in fuel and lubrication filters and accessories.

Vertical design, four-cycle marine Diesels include Types ENB, GS, JS, and LS, which cover a range of four to eight cylinders and ratings of 110 to 1355 hp. in non-supercharged models. Six and eight-cylinder engines of Types GS and JS are available supercharged and direct reversing with a range of 525 to 1320 hp. Types GS, JS, and LS have Cooper-Bessemer controlled

pressure fuel systems and oil cooled pistons, and Type ENB features a built-in reverse-reduction gear.

Marine Products Offers New Pump

Marine Products Co., 515 Lycaste Ave., Detroit 14, Mich., has developed a single flexible rotor pump which is now in production and available in three sizes: namely, 3/8", 1/2" and 3/4" pipe.



New Marine Products Flexible rotor pump.

This unit primarily is intended to pump erosive and corrosive fluids such as salt water containing sand, silt, or other abrasive materials for direct cooling on marine engines. The sizes range in capacity from one to 20 gpm. and are available in standard models as replacements for metal gear pumps. While recommended for heavy jobs, the pump weighs only 6½ lbs. and is about the size of a man's hand, 5" x 4" x 4". The principal features appear to be (1) the single flexible rotor that is able to withstand hundreds of hours of operation in heavy silt or sand solutions (2) extraordinary speed range from 100 to 3600 rpm. (3) self-priming (4) all bronze and stainless steel construction.

Marine Products, as a manufacturer specializing exclusively in the design and production of pumps, offers its facilities to engine manufacturers for adaptation and tailoring of these units to their specific models.

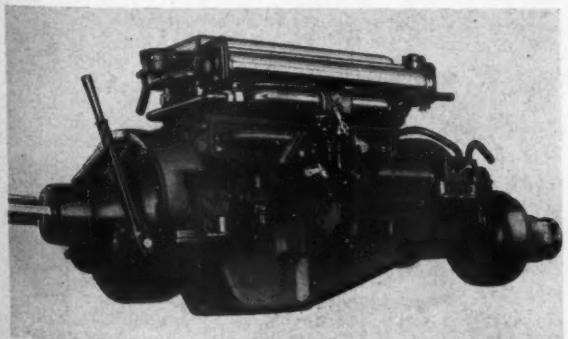
Wixkuler, Compact Heat Exchanger

The Wixkuler, a compact, self-contained, new-type heat exchanger is being manufactured by Wix Cooler Co., 6026 21st Ave., Seattle. Made in six sizes to accommodate any fresh-water cooled engine up to 200 hp., it also can be installed in pairs to double the cooling capacity. Circulating sea-water is used to cool the fresh-water coolant.

With all pipe connections at one end of the cooler, the unit may be located in any convenient place within the boat and it is designed to outlast the craft in which it is installed. The manifolds and tube sheets are made of a special composition bronze. The shell housing is made of high strength Monel. Copper alloy tubes are mechanically forged into the tube sheets thus assuring tight joints and no leakage. All shell seams are double brazed and there are no soldered or sweat joints used in Wixkuler construction. The size of the tubes used is large enough to pass foreign particles which can pass through the pump. The heavy walled tubes need only occasional inspection and being straight can be cleaned easily inside and out. Tube elements are replaceable.

Chrysler Adds Integral Power Take-Off

The Marine Engine Div., Chrysler Corp., 12200 East Jefferson Ave., Detroit 31, Mich., has announced that all Ace, Crown and Royal engines are now available with a power take-off as an integral part. Engines thus equipped will be designated "C" models.



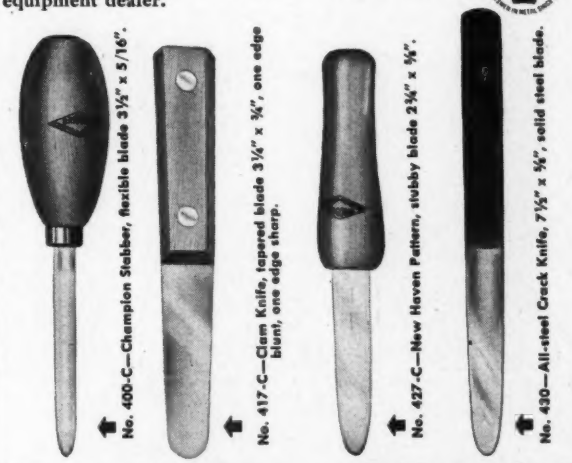
Chrysler M-27-C Crown with new power take-off and 2:1 reduction.

FISHIN' FOLKS SAY:

"It's done easier with a Briddell"

Our home town's one of the world's biggest seafood centers, and we've been making the industry's tools for over 50 years.

No matter what area you live in, we have *your* style of oyster or clam knife. Oil-tempered blade of high carbon steel, handle on to stay. Briddell quality all through—which hand-tool users know is tops. Order from your equipment dealer.


No. 400-C—Champion Stabber, flexible blade 3½" x 5/16".
No. 417-C—Clam Knife, tapered blade 3¼" x ¾", one edge blunt, one edge sharp.
No. 427-C—New Haven Pattern, stubby blade 2¾" x ⅛".
No. 430—All-steel Crack Knife, 7½" x ⅝", solid steel blade.

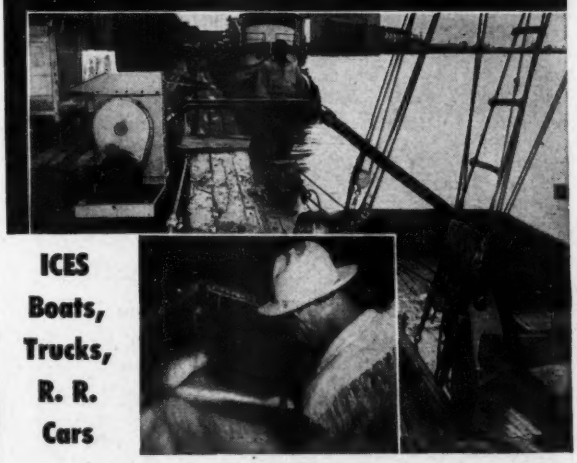
Chas. D. Briddell, Inc., Crisfield, Maryland

FINE QUALITY CUTLERY

CLEAVERS • ICE PICKS • FISH SPLITTERS • CLAM RAKES
OYSTER AND CLAM KNIVES AND TONGS

Link-Belt ICE CRUSHER-SLINGER

Cuts costs — saves time — ices with snow-ice



ICES Boats, Trucks, R. R. Cars

Help the food conservation program and save money on icing of fishing boats, railroad cars, and interstate or local trucks. User reports icing time cut 50%; 15% less shipping space needed; labor costs reduced; and less spoilage since installing Link-Belt Ice Crusher-Slinger to produce snow-ice for top-icing. In several sizes; electric or gasoline powered; stationary or portable. Ask for Book No. 2261.

LINK-BELT COMPANY, 2410 W. 18th St., Chicago 8, Ill.

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LINK-BELT ICE CRUSHER-SLINGER

All-Wave Decendable
JEFFERSON-TRAVIS
Marine Radiotelephone

1948 75 WATT SET

PROFIT AT SEA WITH A NEW J-T

For greater economy of operation, for increased productivity and for extra safety, progressive commercial fishermen are realizing the advantages of a high powered Jefferson-Travis radiotelephone installation.

ANNOUNCES 75 WATT MODEL

The new Jefferson-Travis Model 751 provides 75 watts with a lower standby power drain than less powerful sets on the market. Compact—self-contained—squelch control and automatic noise limiter circuit provide real listening comfort. Meter and light indicators give absolute checks on operation.

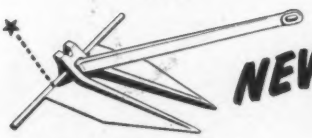
Write for new pamphlet "35 Honest Watts," describing Model 351 designed to meet the specific requirements of commercial fishermen and your boat. Ask us about liberal trade-in allowances. Replace low powered or pre-war equipment with a new J-T Model 351 or 751.

Factory trained and approved service dealers along the entire Atlantic coast assures better service, lower maintenance costs and greater dependability to J-T users.

JEFFERSON-TRAVIS INCORPORATED
(Subsidiary of)
Emerson Radio & Phonograph Corporation
76 NINTH AVENUE NEW YORK 11, N. Y.

Sleep like a baby!

Don't count sheep . . . count on a Danforth and sleep like a baby. Holds in any anchorage or offshore. Easy to handle. Costs less per pound of holding power than any anchor ever designed. Insist on...



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★ *To identify—be sure stock is welded to flukes (in sizes to 100 lbs.)*

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DANFORTH ANCHORS • 2137 Allston Way • Berkeley 4, Calif.

Fish with FITLER ROPE

USE THE BEST
BUY FITLER PURE MANILA ROPE
NET ROPE - OUT HAULER ROPE - TOW LINES - POT WARPS - BUOY LINES

LOOK FOR THE BLUE AND YELLOW REGISTERED TRADE MARK ON ALL FITLER BRAND PURE MANILA ROPE

THE EDWIN H. FITLER CO.
PHILADELPHIA (24), PA.
MANUFACTURERS OF QUALITY ROPE SINCE 1804

Texas Brown Shrimp Prejudice Proves to be Unfounded

Brazilian shrimp, or "brownies" as they are known locally, were thought to have become a problem for Texas fish houses. Practically all of the shrimp caught during July and August were brown shrimp, and for a time the quick-freeze plants were overstocked with them and fish houses stopped buying the species. The trouble seemed to be that housewives refused them at the market, holding a belief that any shrimp showing a tinge of red in the shell was spoiled, as is the case with common shrimp which, when fresh in the raw form, are greenish-gray.

The prejudice was soon overcome, however, and the "brownies" began moving out of storage. According to J. L. Baughman, marine biologist of the Rockport marine laboratory, the "brownies" should be premium shrimp. They keep better than the ordinary shrimp because of the firmer meat, and their taste and food value are equally as good.

The pinkish, tan-colored Brazilian or grooved shrimp are an infrequently-found species which ordinarily comprise about five percent of the total shrimp catch. During the past season, they have been caught in unusually vast quantities in the Gulf of Mexico, particularly by Texas fishermen. Because they have always been cooked and canned, or consumed locally near the point of landing, grooved shrimp in fresh form have never been widely known. They get their name from the grooves on the back of their heads.

Suggests Utilizing Scrap Fish

An effort should be made to utilize the scrap fish caught in shrimp nets, according to Marine Biologist J. L. Baughman. It is estimated that at the present time four pounds of scrap fish are caught for each pound of shrimp taken. On an annual production basis, this would give a large supply of fish products for the manufacture of fish oils and fish meal.

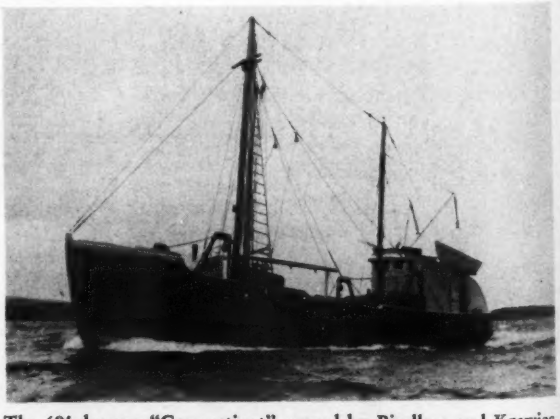
Bays Open for Shrimping

Inland bays, closed since July 15, were reopened September 1 for the beginning of the Fall shrimping season on the Texas Coast. Bait boat operators, who are permitted to trawl in the bays throughout the year, have reported an abundance of shrimp in the bays, though for the most part they are too small for commercial use.

New Addition to Freeport Fleet

With the recent addition of the 65′ *Crimson Tide* to its fleet of shrimping boats, Freeport Fisheries, Inc., Freeport, now operate five trawlers. The new boat was taken on an official maiden voyage on August 8.

Emanuel Zev, manager of Freeport Fisheries, states that the *Crimson Tide* is the first of a series and that all of the Company's new boats are to be "Tides".



The 69′ dragger "Connecticut" owned by Bindloss and Krawiec of Stonington, Conn. She is equipped with a 180 hp. Cummins Diesel with Twin Disc reverse and reduction gear, Hathaway winch, Danforth anchor, Columbian rope, Bendix depth recorder, Kaar direction finder and radiotelephone and she uses Esso oils.

Rebuilding Cape Cod Terminal

Work on replacing the fish loading terminal of the Pond Village Cold Storage Co., North Truro, destroyed last Winter by ice which nearly filled Provincetown Harbor, was begun in August by Frank C. Taylor, Inc. of New Bedford. The foundation for the terminal is being made of steel and concrete.

John Worthington, head of the cold storage firm, estimated that the cost of replacing the structure would be approximately $20,000. Trap boats unload their catches at the terminal, and the fish is ferried by large buckets on cables to the Company's building on the shore.

Barnstable Traps Make Big Tuna Catch

Nearly 500 tuna were taken from traps in Barnstable Harbor August 6, which amount represented a record catch. The fish averaged 75 lbs. in weight, and sold for 9c a pound.

Blackfish Driven Ashore at Eastham

A school of 9 blackfish was driven ashore at Eastham by fishermen late in August, and the "melons", containing valuable head oil, were taken to New Bedford for processing. Alwyn Baker of Orleans and crew took charge of the operation.

"Dan & Mary" Now at Stonington

The 55′ dragger *Dan & Mary* has been purchased by Capt. Samuel Roderick of Stonington, Conn., from Montauk, N. Y. parties. The *Lisboa*, which Capt. Roderick has skippered for the past year, will now be commanded by former crew member Doug Roderick.

"Phebe-T." Catches Fire

Fire which broke out in the engine room of the 55′ Stonington dragger *Phebe-T.*, owned by Capt. Raymond Titus, gave the crew an hour-and-a-half battle on August 3 before it was extinguished. The blaze, which was discovered off No Man's, was believed to have been caused by overheating of the exhaust line.

White Joins Stonington Boat Works

Theodore T. White, Jr., who has been employed by naval architect Eads Johnson, has joined the Stonington Boat Works. Mr. White was employed by Johnson before the war as manager of the firm's office of naval conversions in Texas, after which he became engaged in Liberty ship construction at the South Portland Ship Building Co. in Maine.

A 40′ dragger is under construction at the Stonington Boat Works for Capt. Alfred Rebello.

Clifford E. Hough

Clifford E. Hough, 71, business agent for the Connecticut Fishermen, Inc., Stonington, died recently while aboard the dragger *Portugal* off Nantucket. For the past two years Mr. Hough had been market consultant for Stonington fishermen.

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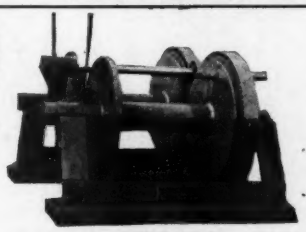

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Vineyard Bailings

By J. C. Allen

The fadeout of August astern in the wake marks the passage of the peak of Summer, according to all calculations. There could be, and likely will be, plenty of luck afloat in later months, but the hi-de-ho of Summer always has been August.

We have had a spotty Summer, and August has been as spotty as the rest. In common with the whole area for miles around, the lobster season has been a failure. Only in the deep, offshore water, where every set is a gamble on losing the gear, has anyone struck real luck.

Fluke, Flounder, Scup Catches Good

Bait swarmed alongshore until the water was solid, at different periods, and then vanished. Following it, came other stuff, and there were periods when there were plenty of surface fish, but they didn't stay. Such groundfish as are common in Summer schooled fairly thickly, and quite a bunch of fluke were taken by small draggers, which also did very well with the scup.

Offshore, the luck ran in almost the same manner. August saw the biggest strike for the Summer, well offshore, when the fleet hit the flukes and flounders, and had grand fishing.

The traps had a very poor season, in spite of the large amount of bait, menhaden and other kinds of fish that filled the bays and bights at times.

Of course, it is an admitted fact that the Summer as a whole and August in particular were very hot in this neck of the ocean, and there was very little wind. Few surface fish like these conditions for any length of time. Old-timers always counted on an occasional breeze to shake things up and clear the water. Things could happen before cold weather to change the entire aspect, but as they lay, we would say that there was a pretty fair catch made, taking everything together, but we also would anticipate that it will stack up smaller than that of a year ago.

Swordfishing Shows Improvement

We previously have reported the antics of the swordfish, which were landed in very small quantity during July. We believed, and we still believe, that the water was unseasonably warm, and that this accounts for the early shipments from Nova Scotia—six weeks ahead of schedule. But August showed a big improvement in local swordfishing, and it would not be surprising if September brought good fishing too. We have seen sword taken in local waters in November.

Unprepared for Changing Situation

But the real reason why the actual tonnage landed here was light, was because almost nobody was prepared to deal with the situation as it showed up. Plenty of small draggers are too slow to take scup. There are hardly any traps left fishing, and it is against the law to take striped bass commercially. Nobody uses a sweep or a purse seine any more.

Thirty miles away or less, where men still use stake traps and seines, they nailed the mackerel, and for weeks they landed hundreds of barrels daily. The tuna chased the mackerel inshore, and they also landed hundreds of them. It was unusual, too, that the mackerel ran large for weeks beyond the usual expectations. Suppose, we suggest, that all along the shore fishermen were equipped to take advantage of such a condition, and the laws allowed free fishing for any food fish. It almost would seem as if the overall average might be boosted.

It was in this same bearing, last Spring, that the dory fishermen took the most halibut landed there in generations, with ground-trawls. Ground-trawls have been regarded as pretty old-fashioned in New England for quite a number of years, but they paid last Spring, just as the drag nets did off Jersey.

However, our sea-skimmers, operating within a hundred miles, stick principally to the otter trawl. We laid alongside of a small dragger a spell ago, while the craft was lifting her trawl with perhaps two barrels of scup in it. The time the vessel had dragged, plus the time it took to haul and cull was not much less than it would have taken a couple of old-time handliners to hook that many scup at a small fraction of the cost.

New Brunswick Report

By C. A. Dixon

Larger Canning Lobster Limit Favored

A warning against depletion of New Brunswick's lobster supply has been sounded by Emile Paturel, manager of a fish shipping and canning plant at Cape Bimet. Paturel is of the opinion that the 7" size limit for canning lobsters, set by the Canadian Government, should be raised to 8" in order to give small lobsters a chance to grow to maturity and reproduce. However, he stated that if the size limit were raised, it might mean that canning lobsters would be scarce for a few years.

Paturel revealed that the average catch has been very high this year, about 10% higher than last year, but said that there has been a definite scarcity of market lobsters. In his opinion, this points to the fact that too many of the smaller lobsters are not allowed to reach their full growth. Paturel also feels that there should be more cooperation between shippers as to shipping schedules in order to avoid flooding of the market during the short two-month season.

Very little canning is being done this season, Paturel declared, because of the uncertain market for canned lobsters. Most of the shippers are dealing in meated lobsters, he said, which has forced the price of canned lobsters to a high level. Dealers realize a much quicker return on their investment in meated lobsters, and thus prefer to ship their catch in this manner.

Sardine Herring Scarce

The sardine packers of Southern New Brunswick and Eastern Maine are expressing concern over the scarcity of sardine herring, as a result of the failure of the Summer school to appear in August. Toward the latter part of the month herring struck at Grand Manan but they were of larger size than those required for sardine canning. Very few herring are being caught in Charlotte County, N. B., where there is usually an abundance of the fish at this time of year.

Small herring, known as brit, have been reported from several fishing areas, particularly in St. Andrews Bay, but only a few of the fish were being taken in weirs as September began. However, fishermen and boatmen say that there seems to be a large school of these fish offshore which should strike inshore soon.

There would have been an acute shortage of canned sardines this year if it had not been for the big run of sardine herring in Maine coastal waters earlier in the Summer. The run saved the day for all the factories along the coast, many cargoes of fish having been brought from fishing areas west of Quoddy, to Eastport, Lubec and other towns where fish are canned. Meanwhile, the Canadian factories enjoyed a profitable Summer with fish caught in Southern New Brunswick waters.

An 800-pound tuna was caught recently in a sardine weir at Campobello Island, N. B., and some very large sharks have been captured in weirs in the Quoddy area.

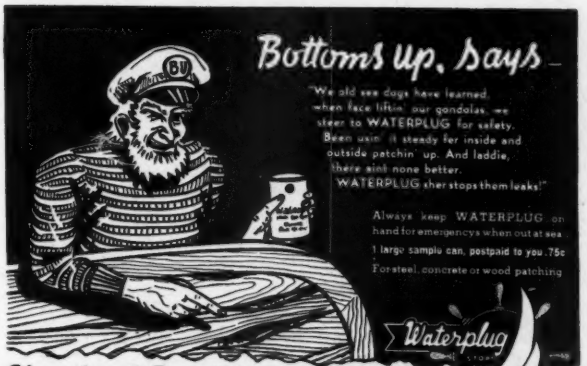
"Lois Maud III" Damaged in Collision

The *Lois Maud III*, Capt. Kenneth Morse of White Head, Grand Manan, sustained damage to her stem recently in a collision with the Nova Scotian vessel *Sadie B.* off Treat's Island, near Lubec, Me. The boat was heavily laden with sardine herring, and for some time it was thought that she would sink. However, the bulkhead held, and the vessel was towed to Eastport, the place to which she was en route at the time of the accident.

Pollock Fishing Good

During the last few weeks Quoddy fishermen, particularly those of Campobello, have enjoyed the best pollock fishing they have had for many years. There are great schools of pollock in Quoddy River inhabiting the old-time fishing grounds, and boat crews of two and three land from 200 to 300 fish a trip.

Total landings of pollock for the first six months of this year in Nova Scotia and New Brunswick amounted to 9,285,000 lbs., valued at $161,000, as compared to 6,127,000 lbs. valued at $107,000 in the same period in 1947.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Codfish are responsible for the success of the early American colonies. The great abundance of cod along the Atlantic Coast is reportedly one of the reasons for the settlers establishing themselves in the New England States. Very few cod are caught south of Cape Hatteras on the eastern seaboard.

Wanderlust

Florida's crawfish aren't stay-at-homes. Most of them travel an average of a fifth of a mile a day. A few restless spirits put as much as five miles behind them every 24 hours. One tagged crawfish is even reported to have covered 100 miles in a little over two months.

Giant Squids

There are some species of giant squids living out in the deep ocean with bodies several feet in length and tentacles 30 or 40′ long.

Fish Power

Swordfish are known to have terrific driving force and scientists believe they can travel at 100 miles per hour.

In British museums there is evidence of two swordfish which pierced ships hulls. One rammed its sword through copper sheathing, ¼″ of felt and 13½″ of oak in H.M.S. *Wasp*, while the other thrust its snout through 22″ of timber.

Giant Manta Ray

The giant manta ray, sometimes called "devil ray" or "blanket fish," reach great proportions, often attaining a span of over 20′ and weighing more than a ton. The huge fish are affected by a type of sea lice at certain seasons and are driven to frenzied scraping on the sea bottom or pilings attempting to dislodge the lice. At these times they are said to be very dangerous and in one instance a ray is known to have skimmed from the water and crushed a small boat load of sailors attempting to drive it from a ship's anchor chain where it had been frenziedly scraping the lice from its body.

Prewar Production

Japan and the United States stood first and second in worldwide fishery yields before World War II — about sixteen billion and four billion pounds, respectively.

Noodles to Pearls

A former Japanese noodle peddler, Kokichi Mikimoto, 63 years ago began experiments to discover ways in which oysters could be induced to produce pearls. Thirty years of his research resulted in the production of a perfectly spherical pearl caused from artificial stimulus, and Mikimoto became a multimillionaire. Pearls of various sizes and degrees of iridescence now can be produced to order and a single oyster can turn out many pearls.

Fishermen Take Note

Salt Springs, in Marion County, Fla., many miles from the nearest sea water, teems with salt-water fish.

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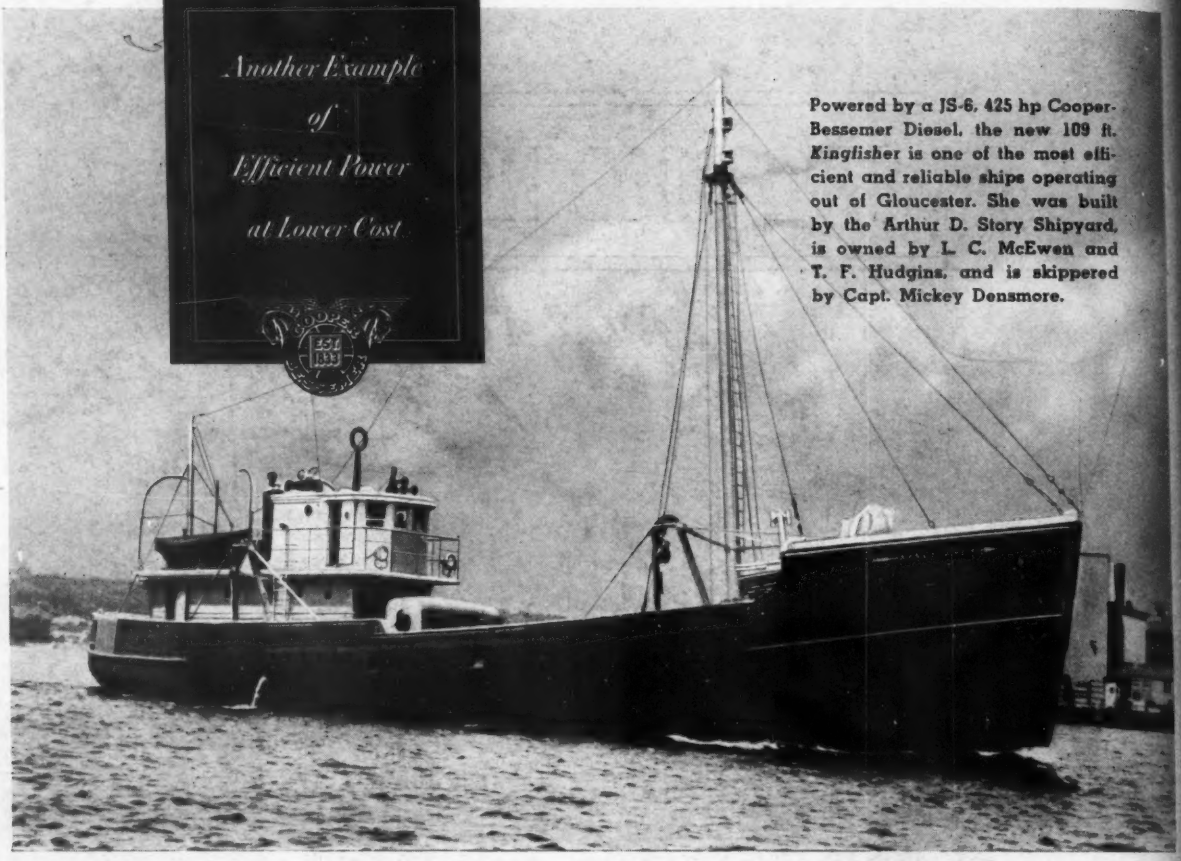

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